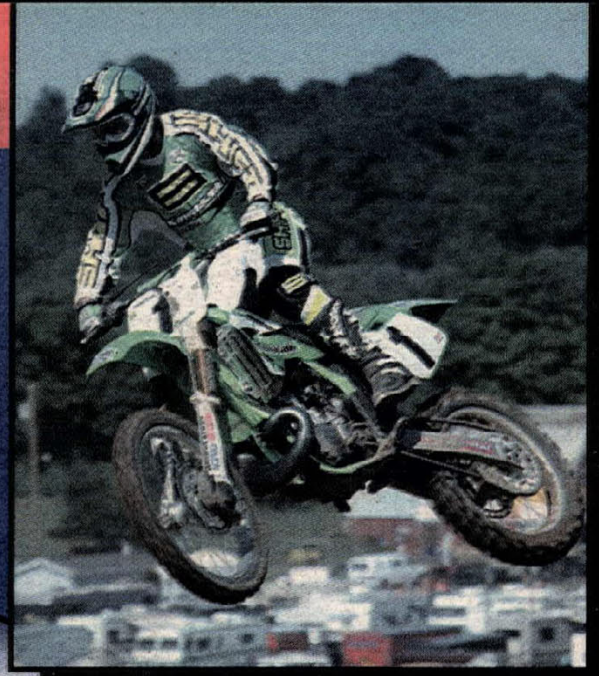
Emig back on track with Red Bud win



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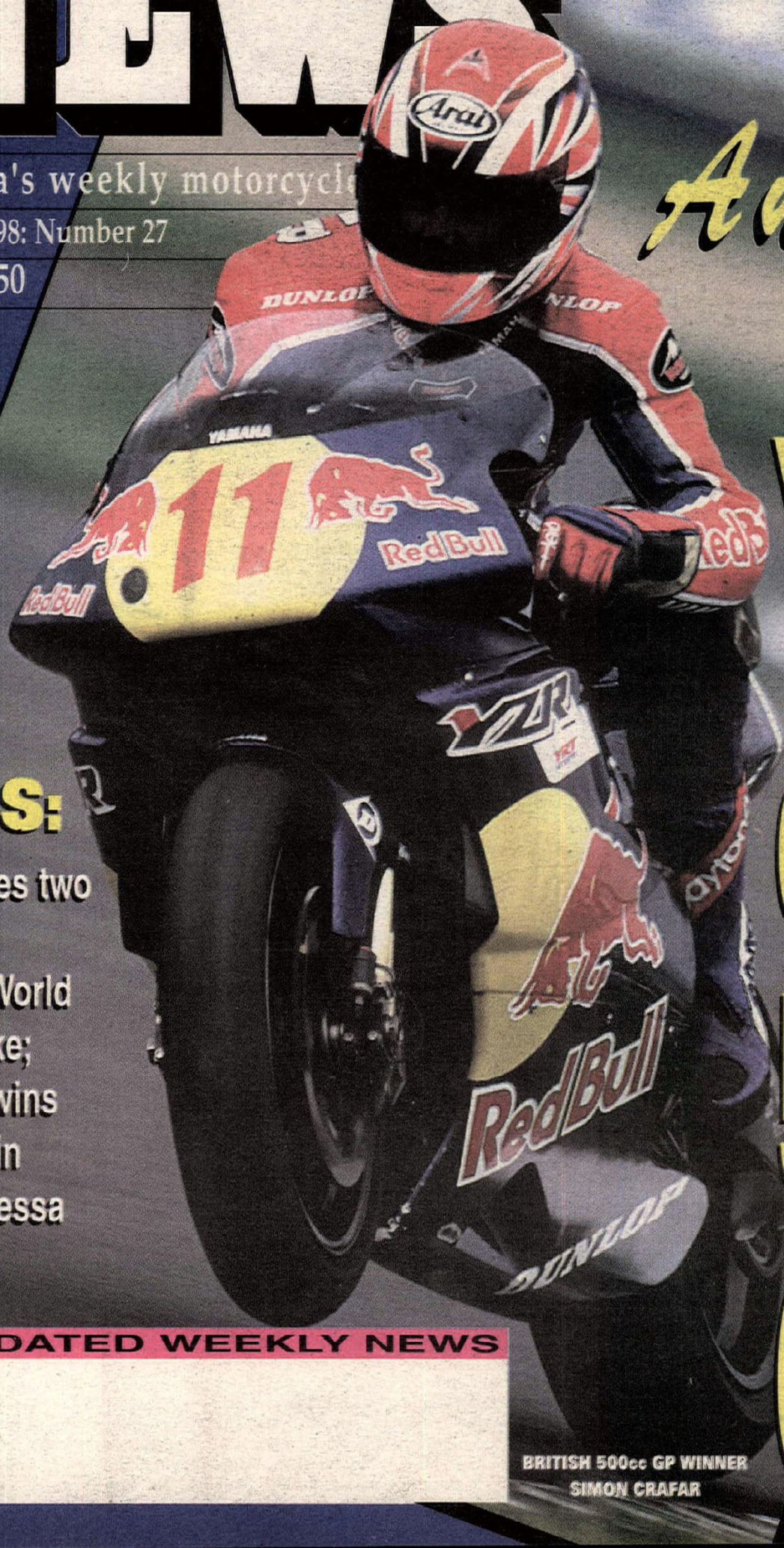

BRITISH 500cc GP WINNER SIMON CRAFAR

And Simon says...

Yamaha can win a 500cc Grand Prix

PLUS:

Chili takes two in South African World Superbike; Roeder wins his first in Lake Odessa Half Mile

TIME DATED WEEKLY NEWS

Mike Alessi (Kaw) dominated en route to winning the 60cc (9-11) Stock and Modified and 80cc (7-11) Stock and Modified classes at the GFI Racing/Team Green Youth World Championship, held at Glen Helen Raceway in San Bernardino, California, July 4-5. Floridian **James Stewart** (Kaw) came out and won the 80cc (12-13) Stock and Modified classes; **Brian McGavran** (Yam) won the 125cc Modified Intermediate and 250cc Intermediate classes; and **Billy Laninovich** (Yam) won the 80cc (14-16) Stock and Modified classes.

Brian Parriott (Hon) won the EBC Brakes Sport Bike class during the NASB Cycle Fest at Buttonwillow Raceway in Buttonwillow, California, on July 5. Parriott beat **James Randolph** (Suz) and **Brian Livengood** (Suz). **Billy Graef** won both the Harley-Davidson Twin Sports and Buell Lightning classes, with **Rodney Fee** (Hon) taking the win in the HRC Grand Prix by Idemitsu class.

The **California Air Resources Board's (CARB)** proposal to further reduce street-motorcycle emissions is potentially problematic and possibly unfeasible, AMA legislative affairs specialist Eric Lundquist testified to the board on June 30. CARB has proposed revisions to current state standards that would require manufacturers to reduce street-motorcycle-tailpipe emissions by approximately 90 percent. CARB officials have said that they intend to pass the new regulation by October 1998 and plan to implement the new standards by 2003. The AMA and the California Motorcycle Dealers Association expressed grave concerns over the feasibility of implementing such a drastic tightening of in state emission standards. "We have every reason to be concerned with CARB's latest efforts to regulate motorcycle emissions," Lundquist said. "The last time CARB moved to tighten motorcycle emission standards, their regulations severely limited the availability of off-road motorcycles in the state. In 1996 there were almost 100 different models of off-road motorcycles available in the California. Today, there are seven. We have to wonder whether their efforts in developing stricter on-road standards will result in a similar decline of available street models within the state. Furthermore, there is no indication that the manufacturers could even meet those proposed standards, or that, even if they could, the reductions could be achieved without driving the price of a new motorcycle out of the reach of the average buyer. Finally, motorcycles account for less than two percent of California's motor vehicles, and their contribution to the state's air-quality problems is almost imperceptible. Given these facts, it is difficult to understand how CARB has arrived at their proposed standards or, perhaps even more importantly, why they are pursuing this course of action at all." At the close of the meeting, CARB officials did indicate that they would consider a compromise standard below the proposed 90-percent-reduction level. Further meetings are scheduled for later this summer.

The results of **Danny Smith's** MRI showed "severe ligament and tendon damage" in his right leg, but no broken bones. The Team FMF/Honda rider was involved in a get-together with another rider at the Budds Creek AMA National Championship 125cc race in Maryland, on June 21. Smith underwent surgery to repair the damaged knee on June 30. Cards and letters can be sent to: Team FMF/Honda, attn: Danny Smith, 25930 Belle Porte Ave., Harbor City, CA 90710.

Road racer **Thomas Wilson** has been released from St. Vincent's Hospital in Toledo, Ohio, and is now recuperating from the serious injuries sustained in his crash at New Hampshire International Speedway on June 19 at an extended-care facility near his home in Oregon, Ohio. Wilson suffered two broken femurs and a broken pelvis during qualifying for the Superbike National at New Hampshire International Speedway. Cards and letters can be sent to Wilson at Orchard Villa, 2841 Munding Dr., Room 101, Bed 2, Oregon, OH 43616.

ATK has announced that its 1999 lineup of off-road and enduro motorcycles will feature 46mm Italian Paoli forks and Ohlins shocks. All of the four-stroke models will be going to Ohlins PDS (position-damping system) shocks (like the WP shocks KTM uses on its two-strokes), while the two-strokes will retain the standard Ohlins shock. The 250/260 LQ two-stroke model off-roaders have received extensive motor work to coax more low-end and midrange power from the bikes, and the 600DT and DTES (dirt trackers) get a 1-inch-shorter swingarm, a revised shock and a reversible hub. A Rotax 494cc powerplant will be used to introduce three new models: the 490 Enduro and Cross Country and the 500DT, a dirt-track-based motorcycle. For 1999, ATK will also release a race-ready, AMA-legal 50cc mini, and the Utah-based company reports that most of the models will be more affordable due to the strength of the U.S. dollar in foreign markets.

J.D. Power and Associates has announced that it will launch a new study - the **Motorcycle Competitive Information Study** - in early September. The company will provide motorcycle manufacturers with "actionable information that will be used to better understand rider expectations, needs, desires and what it takes to satisfy today's motorcycle owners." The study will utilize information collected from detailed customer-satisfaction questionnaires. More than 30,000 questionnaires will be mailed to buyers of all makes and models of new 1998 street and dual sport motorcycles nationwide.

The **Florida Trail Riders** will hold its 1998 Championship Series Awards Banquet on Saturday, July 18 at the Hyatt Orlando in Orlando, Florida. For more information, call 407/668-9700.

Pre-entry for **Vintage Motorcycle Days** AHRMA road race and motocross at the Mid-Ohio Sports Car Course have been closed and no entries will be accepted at the event. The July 10 dirt track national at Ashland, Ohio, and the July 11 trials at Mid Ohio still have entries available. Just under 1550 entries were received for all classes, 1030 of those for road racing and 352 for the motocross.

Entry forms are now available for the "last" AHRMA **Steamboat Motorcycle Week**, scheduled for September 16-19 in Steamboat Springs, Colorado. Due to development in the area, this is expected to be the last time the street course and motocross course can be used. Entry forms are due by August 29 and can be obtained from AHRMA's website at www.ahrma.org, or by calling 715/842-9699.

The **Southeastern Sportbike Association** is holding an open track practice session on Sunday, July 26 at Roebling Road Raceway, just outside of Savannah, Georgia. There will be two classes - one for licensed racers, and the other for street riders. The street-rider class requires no previous track experience and has very easy tech requirements. For more information, call 770/977-0538.

Harley-Davidson isn't the only one to have a "monopoly" on the 95th anniversary of its Milwaukee-based motorcycle company. **USAOPOLY** has been licensed by H-D to produce a Monopoly: Harley-Davidson 95th-anniversary edition of the popular boardgame. The limited-edition 95th-anniversary version features historical decoration that is relevant to Harley-Davidson's 95 years as a motorcycle manufacturer, containing historical photos, landmarks and events and special pewter game pieces. For instance, players have the opportunity to buy, sell and trade such hot properties as Harley-Davidson's Milwaukee headquarters in place of Boardwalk, etc. This serialized special edition retails for $79.95. For more information, see your local Harley-Davidson dealer.

John Dean Beavers, 57, was killed on June 7 at the Cheyenne Cycle Club motocross track in Cheyenne, Wyoming, while participating in a sanctioned motocross event in the Senior Expert Division. Beavers, a longtime enthusiast and supporter of motorcycle racing and the Sports Riders Association of Colorado (SRAC), died after crashing on a

'99 KTM two-strokes

The 1998 KTM two-strokes were quite revolutionary in that they utilized linkageless rear suspension and WP's new PDS (position-damping system) shock. The system was good, but for '99, KTM has redesigned the internals of the shock to provide better and smoother action, and the shocks now use a progressive spring. New Brembo rear-brake calipers will be used for enhanced feel and power, while a new front fender, fender brace, number plate and headlight will be used to enhance the styling.

As for the motor changes, KTM was out to get snappier power and used new, two-petal reed-block assemblies. The 250cc cylinder and head have been redesigned and a lighter crank was used to further enhance the power. The 380cc cylinder now uses a decompression hole for improved starting and idling. All of the two-strokes should shift better under load due to a redesigned shift fork, and the 250, 300 and 380 received hydraulic clutches similar to those used in the 125 and 200 in '98.

U.S. ISDE team riders named

The AMA has released the names of the riders who have officially qualified for this year's International Six Days Enduro in Australia, November 10-15. Also officially announced are the six riders who will make up the Pro Grip-sponsored U.S. World Trophy Team and the four riders who will make up the U.S. Junior World team.

The Trophy team, however, had already been selected by the AMA earlier in the year, but there was some question as to whether or not Team Suzuki's Steve Hatch was going to be a part of that team, and, as it turns out, Hatch will not. His replacement will be Kawasaki's Destry Abbott, who competed in his first ISDE last year in Italy and was the only U.S. Club rider to earn a gold medal.

Abbott joins ISDE veterans Rodney Smith, Ty Davis, Chris Smith, Randy Hawkins and Scott Summers, all of whom have competed together on the Pro Grip U.S. Trophy team since 1996. Suzuki's Rodney Smith and Yamaha's Davis are former "Top Americans" at previous ISDE events, and Yamaha rider Hawkins is a multi-time ISDE gold medallist and a six-time AMA National Enduro Champion. Chris Smith, who is expected to ride a Honda XR250 in Australia, was a member of the winning U.S. Junior World team in Czechoslovakia in 1991. Summers will be competing in his fourth ISDE.

Hatch says he is "stepping away from this year's ISDE" in order to focus on next year's Grand National Cross Country Series and to spend time building his new house in Arizona. He also said "politics" had something to do with his decision to skip this year's ISDE. Last year, Suzuki provided little in the way of support for its riders (Smith and Hatch) last year in Italy. Hatch did, however, say that he hopes to compete next year.

This year's U.S. Junior World team, for riders 24 years of age and under, will be made up of Michael Lafferty, Robbie Jenks, Brian Garrahan and Jason Raines.

The rest of the 30 riders going to Australia will make up the 10 three-rider U.S. Club teams. These riders are: Jason Dahners, Alan Deyo, Cole Marshall, Russell Pearson, Erik Kohler, Eric Ducray, Robbie Zimmerman, Russ Piggott, Eric Cleveland, Luca Trussardi, Heath Bennett, Kevin Bennett, Drew Smith, Brian Walker, Jeff Fredette, Mike Monroe, Joey Ambrosini Jr., Patrick Flynn, Rodney Judson, Jeff Kirchner, Mike Windmann, Rick Higgins, Curt Wilcox, Ron Lawson, Lonnie Ross, Brian Storrie, Lynn Bailey, David Bragg, David Campbell and Ron Palermo.

ıbletop jump. Beavers was a promoter ɔr the Sand Creek Raceway in Colorado ı the late '60s and early '70s, and ecame a member of SRAC in 1968. He erved as referee and was serving as the ompetition director for the 1500-rider rganization at the time of his death. eavers is survived by his wife, Patricia, nd son, David. Patricia Beavers has xpressed that memorial contributions an be made to the SRAC Burton Vicko- y Scholarship Fund at 12671 Asbury lace, Lakewood, CO 80228, or by con- ıcting the SRAC office at 307/989-7436.

astrol Honda's **Colin Edwards II** is ooking forward to racing at home when ıe World Superbike Championship eries comes to **Laguna Seca** in Mon- erey, California, July 10-12. "It's home ɔr me and I love it," Edwards said of aguna Seca. "I know the crowd will get ehind me just like they do with (Pier- rancesco) Chili in Italy, with (Carl) ogarty in England and with (Troy) orser in Australia. The Corkscrew at aguna is awesome. I've been through it ı my way to success one day, then the ext day it's caught me out and I've nded up sitting on a hay bale watching ıe other guys go by." Although dwards thinks Anthony Gobert stands good chance of doing well at Laguna, e thinks the rest of the AMA regulars ıay have trouble. "The AMA riders will e out to prove a point," Edwards said. But it will be tough for more than two r three of them to get into the top 10. I ink Gobert has a good chance - on his ay he's talented enough to probably eat any rider in the world. And (Doug) handler is never far from the podium."

teve Masonek, co-inventor of the Z- hain Oiler, was seriously injured in a ıotorcycle accident on June 26 in lorthern California. Cards and letters an be sent to Masonek at 1st Center pinal Cord Injury Unit, Santa Clara alley Medical Center, 751 South Bas- ɔm Ave., San Jose, CA 95128

ortland International Raceway will lay host to its first **Super TT** on July 7-19 with the race being held in con- ınction with the Formula USA road ıce event scheduled for the same week- nd. Rider entries are still open for 250cc nd Open bikes. For more information, all 503/977-9760.

Dunlop has announced that the ıinibike sizes of its popular D755 soft- errain off-road tire will be available at the upcoming National Championship events in Ponca City, Oklahoma, and Hurricane Mills, Tennessee.

For those who have qualified for the Australian ISDE, you might be interested to know that **Husqvarna** will have specially prepared motorcycles available to rent. The bikes will be made available in the crate at the race site's parc ferme in Traralgon, Victoria. Husqvarna spare parts will also be available at the park. Assembly, setup, and tuning will be the sole responsibility of the rider. Husqvarna mechanics, however, will be available for advice. Quantity is limited, and rental bike reservation requests need to me made no later than June 30. All inquiries must be faxed to: Husky Motor Imports at 011-61-247-357655. For additional information, call Cagiva USA at 215/830-3300.

Alton L. Ismon, 83, a former editor of the American Motorcyclist Association magazine, died on July 1. Ismon was the editor of the AMA magazine from 1954 to 1972 and served as production manager from 1972 to 1980.

Road racer **Mark Miller** accepts total blame for the Formula Xtreme crash at New Hampshire International Speedway on June 20 that knocked **Grant Lopez** out of the race. Miller was rear-ended by Lopez on the front straight after hitting a false neutral on his Yamaha YZF R-1. "I got a false neutral (going from third to fourth gear) and he (Lopez) was right on my butt," Miller said. "It was totally my doing and he collected my rear end. It was totally my fault, and I'm really bummed that he had to hit the ground." Miller ended up fourth in the race after it was restarted, while Lopez unable to make the restart.

The **Dirt Track Hall of Fame** race is rapidly filling hotel rooms in Springfield, Illinois, for the Labor Day weekend. "Don't wait until the last minute to book a room," said race organizer Dave Despain. "Our host hotel, the Springfield Hilton, is already sold out and we're finding similar situations at other hotels around town. We're working quickly to line up additional rooms." For a hotel list and reserved seat reservations, call the Illinois Motorcycle Dealers Association (IMDA) at 217/753-8866. The $50,000 Hall of Fame race will be held on September 5, with the Springfield Mile scheduled for September 6.

According to Despain, a limited number of **VIP packages** are available for the Hall of Fame race. They are also available by calling the IMDA at 217/753-8866. The package includes catered meals, bar service, infield hospitality, a pit tour, special autograph sessions, tickets to VIP parties and the opportunity to hang out with Hall of Fame inductees.

Former road racers **Dave Sadowski** and **Mike Smith** will instruct an advanced track and riding school during **Motorcycle Day** at Road Atlanta in Braselton, Georgia, on August 21. For more information, call 770/967-6143.

Gene Romero wants to remind Modern Vintage 750cc dirt trackers that they are invited to both of the **West Coast Flat Track Series** events scheduled for Bakersfield, California, on July 18 and August 22. For more information, e-mail Romero at Gromero333@aol.com.

CRC will host the third annual Thousand Oaks Yamaha **Mini Motocross Nationals** at L.A. County Raceway in Palmdale, California, on July 12. An 80cc Pro class will be held as well as Amateur classes for Pee Wees, 60 and 80cc.

OPENED: The Allen Museum's home page on the World Wide Web. The site can be found at the following address: http://www.allenmuseum.com.

CANCELED: The AMP/GFI motocross, scheduled for July 19 in Hollister, California, due to scheduling conflicts in preparing for the Merced Fair Supercross that is scheduled for July 23. For more information, call 209/656-9682.

AUTOGRAPH SIGNING: At Hardin's Park Cycle in Canton, Ohio, on July 15 from 6 to 7 p.m. Team HyperCycle Suzuki's Jason Pridmore and Nicky Hayden are scheduled to appear. For more information, call 330/454-6171.

OPENED: Freeohio Motorsports' home page on the World Wide Web. The site can be found at the following address: http://www.xmax.com/freeohio.

OPENED: Super TT's home page on the World Wide Web. The site can be found at the following address: http://www.supertt.com.

AUTOGRAPH SIGNING: At Performance Cycle in Denver, Colorado, on July 11 from 10 a.m. to 2 p.m. "Crusty Demons of Dirt" stars Seth Enslow and "Bubba" are scheduled to appear. For more information, call 303/744-2011.

MOVED: Wiseco Pistons West Coast representative Jay Clark, to 26145 Nova Lane, Sun City, California, 92585, 909/672-9626, 909/672-2188 (fax).

AUTOGRAPH SIGNING: At Hillsboro Honda Suzuki in Hillsboro, Oregon, on July 31 from 6 to 7 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 503/648-4555.

AUTOGRAPH SIGNING: At Honda Northwest Suzuki in Hilliard, Ohio, on July 16 from 7 to 8 p.m. Members of Team Suzuki Roadrace are scheduled to appear. For more information, call 614/771-0771.

AUTOGRAPH SIGNING: At Harding Park Cycle in Canton, Ohio, on July 15 from 6 to 7 p.m. Members of Team Suzuki Roadrace are scheduled to appear.

APPOINTED: Myrrh Davis, as manager of consumer events for Triumph Motorcycles America Ltd., by general manager Mike Vaughn. Davis will be responsible for the planning, execution and overseeing of all Triumph consumer events.

HIRED: Kenny Stewart and Andrew Jones, by Triumph Motorcycles America Ltd., as area managers.

NAMED: Scott Waters, as production engineer of American IronHorse Motorcycle Co., by Tim Edmondson, president and co-founder of American IronHorse.

HIRED: Marvin Drews Jr., as vice president of dealer development of American IronHorse Motorcycle Co., by Tim Edmondson, president and co-founder of American IronHorse.

HIRED: Steven Adams, as director of marketing and advertising for Cagiva USA, the new North American importer of Husqvarna motorcycles; Mike Nasakaitis, as warranty services coordinator for Husqvarna; and Jason Wenitski, as warehouse and shipping administrator for Husqvarna. CN

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EURO FILE
BY ALAN CATHCART

T595 heads for Montjuic

Triumph has continued to steer away from direct factory involvement in competition, but its importers have other ideas, especially when it can have a direct effect on sales of the existing street range. That's why a leading contender for outright victory in this year's grueling 24 Horas de Montjuic, the Spanish marathon for production bikes run on July 11-12 on the Catalunya GP circuit near Barcelona, will be a works-prepared Triumph T595 Daytona entered by the British manufacturer's Spanish importer Proeuropa and ridden by former GP star Carlos Cardus and World Supersport contender Ruben Xaus (both of whom won the race last year on a Ducati 916), paired with third team member Gallo Riquelme.

Victory in the hard-fought race is a key to commercial success in the resurgent Spanish bike market, so Proeuropa boss Juan Carabel will be hoping Triumph's return - to take part in a race they last won back over 25 years ago - will pay off.

Mack bike

A very different kind of motorcycle from what one normally expects is currently under development in Britain - initially to be built for the British Army, but with a civilian version also a possibility. It's a sophisticated but sturdy single-cylinder diesel, which is being developed in the Army's home base of Aldershot, using a chassis designed by legendary frame guru Eric Cheney to house an engine being developed with input from the renowned high-tech think-tank, the Cranleigh Institute.

Originally, the engine featured an Enfield bottom end onto which a specially designed diesel top half was grafted, but the obsolescent Indian crankcase design has now been ditched in favor of a more modern Kawasaki KLX650 bottom half. The Kawasaki diesel hybrid is now understood to be undergoing endurance testing, with the aim that it will eventually supplant the current range of 350cc Rotax-powered gasoline-fueled bikes - supplied by Harley-Davidson - which form the backbone of the British Army's two-wheeled motorpool. As such, however, they are almost the only petrol-engined vehicles used by an army the bulk of whose equipment - from tanks to trucks, earthmovers to Land Rovers - is diesel-powered, making plans to convert the next generation of military motorcycles to run on diesel fuel a logistical priority, entailing a single fuel source.

Though the project is currently being funded by the British military, it's understood that the U.S. Army is also involved, and that other NATO allies may be interested in adopting the design, which would also become available for nonmilitary customers further down the line.

Voxan delayed again

Production of the new French marque Voxan's range of V-twins launched at the Paris Show last September has been delayed again - this time until the end of the year. But this is for R&D reasons, not financial ones, according to Voxan's founder and chairman, Jacques Gardette.

Speaking at a press conference in Paris on June 4, he stated: "Our principal objective is to market bikes which are reliable, and so we've opted to delay the start of Voxan production to ensure that. This is certainly a costly decision in the short term for our company, because we now have 37 employees whose wages must be paid, without any corresponding income. But Voxan's financial situation is secure, and we have the support of all our shareholders in taking this step."

The holdup has its origins in the long-term test program which Voxan R&D staff have undertaken on the three prototype models launched at Paris last autumn, each powered by the same fuel-injected 72-degree V-twin eight-valve motor designed by French performance-car specialists Sodemo.

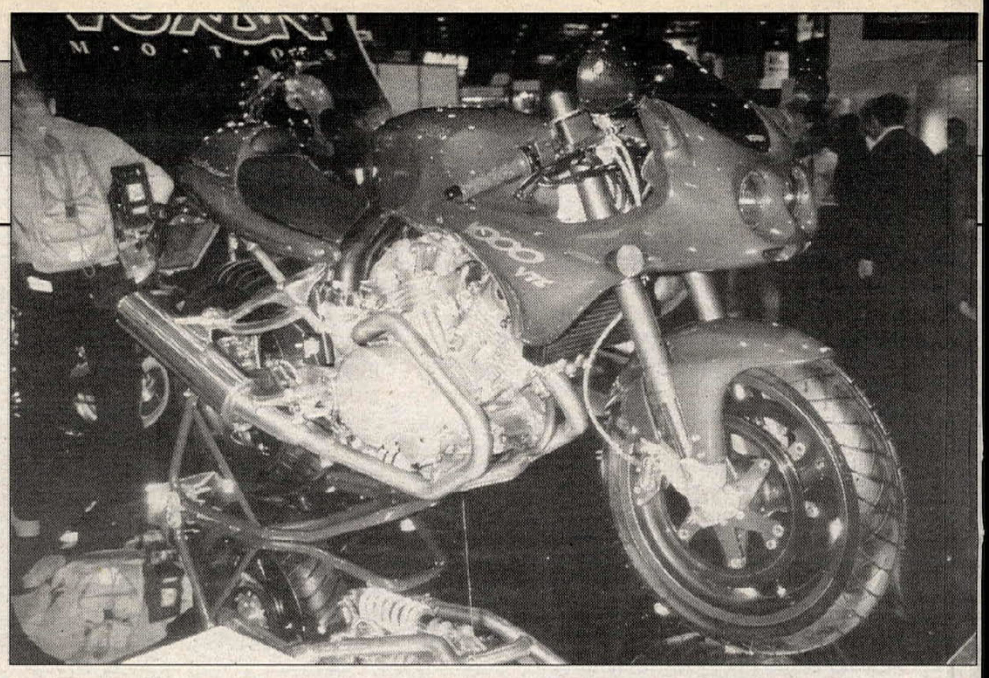
Intensive road testing has brought to light problems with the Sodemo-developed EFI, and it has now been replaced by a Magneti Marelli package based on the engine-management systems it supplies to Ducati, Laverda and Moto Guzzi. In addition, the DOHC valve train has been redesigned in the interests of reliability.

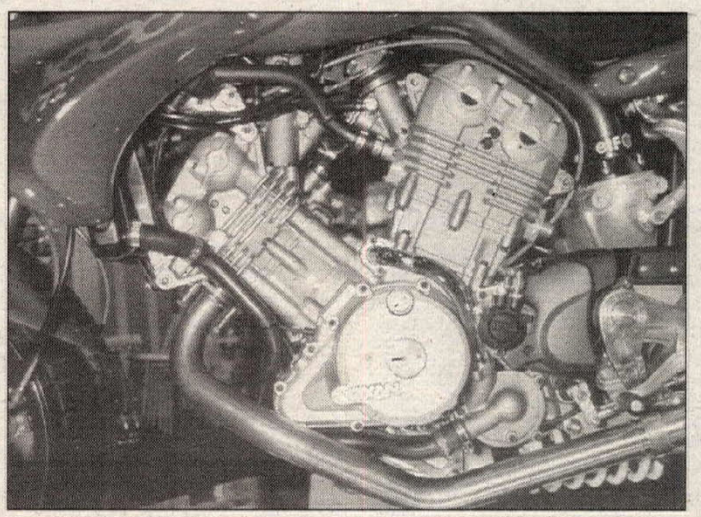
The major holdup, however, was caused by the need to develop and cast new crankcases, to overcome oil-scavenging and filtration problems which only surfaced in long-term road mileage and not from the previous dyno runs and ensuing teardowns.

Once the new bottom-end design has been completed, the revamped engine will undergo the same high-mileage testing to ensure the problems have been overcome, says Voxan technical chief (and former 500cc GP chassis constructor) Alain Chevallier. Production is now slated to begin in November.

"Still, that will be just on three years since our company was founded," he points out, "which is still a pretty remarkable feat compared with other manufacturers' start-up time spans. And it's important to underline that the sole reason for the delay is the importance we place on making the Voxan engine reliable for customer use - without in any way affecting performance."

The revised timetable now calls for each of Voxan's 62 French dealers to have at least one of the final production versions of the Sacha Lakic-styled Roadster in their showrooms before the end of the year, with deliveries of this model beginning in January 1999, followed soon after by the Cafe Racer. Production of the Thierry Henriette-designed Scrambler will start in Spring next year, but expansion into other markets outside France has been delayed until 2000, while the French home demand is satisfied and any production problems are ironed out.





French motorcycle manufacturer Voxan has run into reliability troubles with its 72-degree V-twin (left) and production has been delayed until these are resolved. The Cafe Racer (top) is one of the three models that will be delayed.

Bimota bought

Looks like it's a done deal. According to factory sources, the race to acquire Bimota has been won by a well-funded group of Italian venture capitalists from outside the motorcycle industry, the identity of which will be announced at the prestige Italian marque's 25th anniversary celebrations at the Misano race circuit, July 15-16.

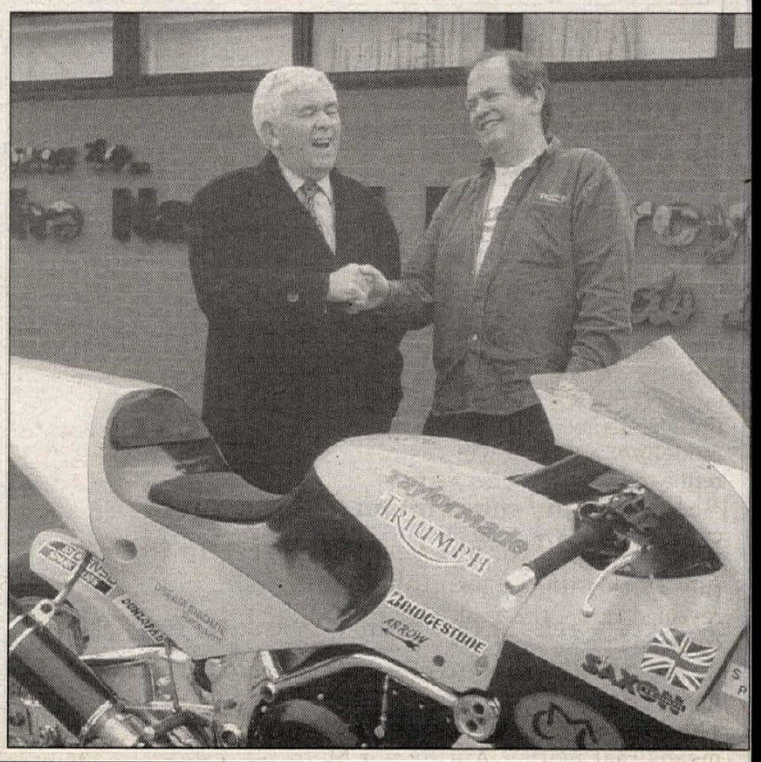
Though their background does not

New Triumph already in museum

The bike that kickstarted Triumph's return to international road racing success during the John Bloor era has been acquired by Britain's National Motorcycle Museum in Birmingham, where it's now on permanent display: the Saxon Triumph. The fruit of a collaboration between Taylormade Racing, Saxon chassis constructor Nigel Hill and the R&D department of the Triumph factory (which donated the three-cylinder engines and advised on development), the Saxon triple was based on a first-generation 883cc Triumph motor, eventually bored out to 980cc - in which guise it delivered over 150 bhp at the gearbox.

Installed in a beautifully built Saxon alloy space frame that is generally accepted to have provided the inspiration for the T595 Daytona's similar chassis, the Saxon Triumph was, however, fitted with Hill's trademark SaxTrak front-end design, which is also featured on current BMW Boxers and the K1200RS; in which form it finished third at Monza in its 1994 debut race, ridden by yours truly. Later that year, we scored Triumph's first international race victory in 21 years at Austria's switchback Zeltweg circuit, then in 1995 placed third at Daytona in the opening round of that season's BEARS World Series.

Better was still to come, with victory over the exotic Britten in the Monza round of the World Series, placing fourth in the title chase at the end of the season. After that, the Saxon Triumph became the Taylormade Triumph and moved to America, where Scott Zampach rode it to competitive placings in the Formula USA series before suffering a terrible accident on the bike when he tangled with another rider at Loudon, New Hampshire, in October 1996, when the Triumph caught fire and was badly damaged. But now a year-long rebuild by race mechanic Alistair Wager and the rest of the Taylormade team has brought the bike back to life in Saxon Triumph form, in which guise it's been acquired by National Motorcycle Museum founder Roy Richards, seen here accepting delivery of the motorcycle from Taylormade Racing's Martin Taylor and the rest of the team.



The Saxon Triumph race bike that scored the British marque's first race win in 21 years has been placed on permanent display in Britain's National Motorcycle Museum in Birmingham. Pictured are museum founder Roy Richards (left) and John

Triumph cranking up

Also clocking up the miles on prototypes of forthcoming new models are Triumph's test riders, with the imminent launch at the Munich Show in September of the British marque's sports touring rival to the Honda VFR800, the T695, as well as a completely revamped, more tarmac-oriented Tiger 900, which - powered by a detuned version of the fuel-injected T509 Speed Triple motor - will provide a potent alternative as a two-wheeled Range Rover to the new Cagiva 900 Gran Canyon *moto totale*.

Also expected is a revised version of the four-cylinder 1200 Trophy tourer, to be fitted with Sagem fuel injection based on the system featured in the T595 Daytona and T509 triples.

But it's the T695 on which most attention will be focused, representing as it does Triumph's long-awaited step into a potentially lucrative market sector for the British firm. Already, tantalizing details are forthcoming about the new model, which employs a revised version of the T595 Daytona's 955cc second-generation three-cylinder engine, still fitted with Sagem fuel injection but detuned and remapped to deliver around 110 bhp at the crankshaft rather than the Daytona's 130 bhp, with the benefit of a wider spread of power and improved torque of around 72 ft.-lb.

For the first time ever on a Triumph, the T695 will use a GP-style twin-spar aluminum chassis that is cheaper to manufacture in volume than the Daytona's more labor-intensive tubular alloy frame, and while the first prototypes that have been spotted in action have sported a T595-type single-sided swingarm, word is that this may be replaced by a conventional twin-sided design in production, again on grounds of cost.

Showa suspension will most likely be used, but with the probability that this will be electronically controlled for a "semi-active" ride, varying the rebound and compression damping according to road speed and pavement conditions.

The new Triumph sport-tourer's bodywork has been wind-tunnel-developed to optimize both aerodynamics and rider protection, and has a distinctive "face" as on the Trophy and Daytona. Rumored top speed for a two-seater bike understood to scale 450 pounds dry is over 150 mph, and at a projected price of 8500 pounds (about $13,800) in Britain, the new Triumph T695 will be very competitively pitched at its Honda VFR800 rival, which costs 8650 pounds in the UK.

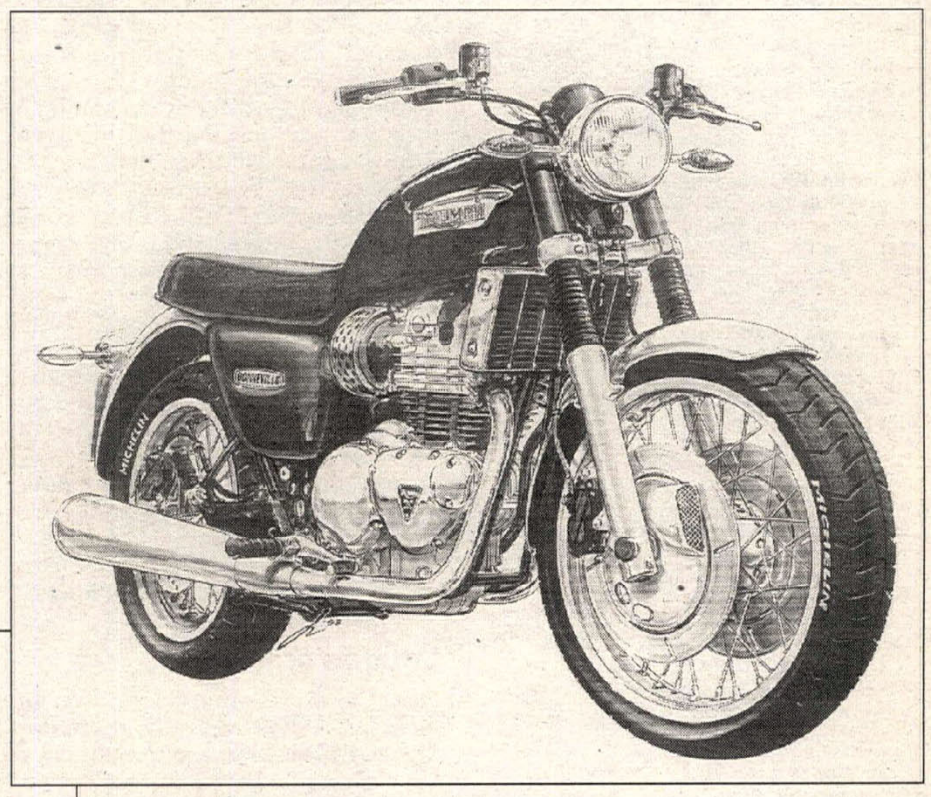
Also being tested is the rolling chassis of the T806 Falcon, Triumph's projected entry into the 600cc Supersport class, which is due to be launched for the 2000 model year. However, while the DOHC 16-valve engine of Britain's fuel-injected four-cylinder continues development, where it's understood to be making 115 bhp at the crank, Triumph has fitted the Falcon's chassis with a Kawasaki ZX6R motor for on-the-road testing.

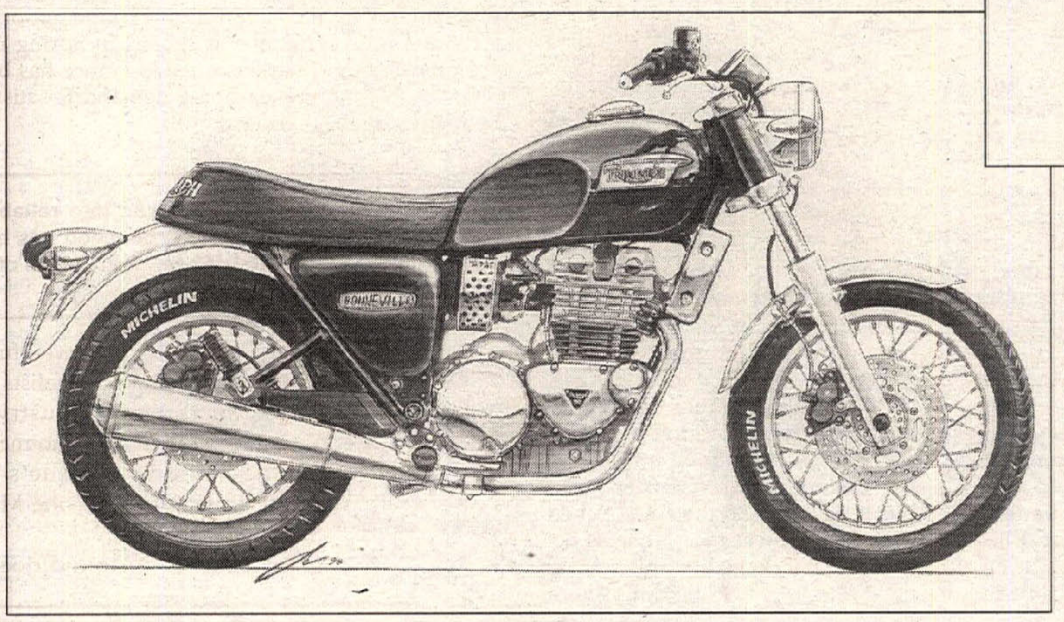
Also targeted for a 2000 launch, but not yet spotted in the metal being tested on the road, is the bike that is arguably the most eagerly awaited product to come from John Bloor's born-again Triumph company - an all-new 750cc Bonneville twin, much-rumored ever since Bloor acquired the Triumph marque back in 1984.

The new Bonneville is set to echo its air-cooled pushrod predecessor's classic looks, but with a modern engine package to accompany the retro styling.

Like the old air-cooled bike, the new liquid-cooled Triumph Bonneville will be a 360-degree parallel twin with both pistons rising and falling together - but that's where the resemblance ends. Like its three- and four-cylinder counterparts in Triumph's current range, the new 750cc twin will have dual overhead camshafts, four valves per cylinder and a gear-driven balance shaft to smooth out vibration, with 90 bhp the targeted power output for the six-speed engine.

It's understood that Sagem fuel injection will be fitted, but with twin injectors per cylinder to take account of the larger bore area of a twin, rather than the single injectors of the T595 Daytona triple, and that the engine is styled to resemble its classic predecessor, with heavy finning on the near-vertical cylinder block, polished alloy side covers and swept-back exhausts.





We may finally see a parallel twin from Triumph once again. Styling will be reminiscent of the Bonneville of old, but naturally featuring all the latest Triumph technology, much in the same vein as the Thunderbird.

Triumph is planning a whole family of twins based on this engine design, but indications are that the first model will definitely be called the Bonneville, and will be an unfaired retro sportbike - not a cruiser - with a traditional-looking twin-loop tubular steel chassis (but with monoshock rear end), wire wheels and styling full of period references, in the same way as the three-cylinder Thunderbird recalls Triumph's yesteryear with detail touches.

Though it's expected to sell well in its native homeland, the new twin is especially aimed at the U.S. market, where the Bonneville name exerts powerful nostalgic appeal, and Triumph believes many potential customers are waiting for a born-again Bonnie twin, rather than buying one of the company's current three-cylinder range.

include experience of running a bike-manufacturing company, the new owners are understood to have signed up one of Italy's leading motorcycle executives to run Bimota for them, and to have allocated major funds to R&D, including the development of new models as well as a factory race effort in the World Superbike Championship starting in 1999, aimed at rekindling Bimota's once-glorious competition image. As a first step, production of the Suzuki TL1000R-engined SB8R's launch will be delayed until September, making the bike a 1999 model and thus allowing extra time to refine the final customer version.

At that stage, Bimota's range will be cut to three bikes - the SB6R, SB8R and V-Due - before new models (including the forthcoming DB4 exclusively revealed earlier this year in "Euro File") come on line for 1999.

Aprilia gets new engine plant

The change in Bimota's ownership means that neither Aprilia nor Moto Guzzi - both of which were known to have been in negotiations with Bimota owners SCM to acquire the company - will end up controlling the Rimini-based chassis specialist, but in the case of Aprilia, it's already one step ahead - and a stone's throw away.

Just 20 miles from the Bimota factory, in the hilltop republic of San Marino (which is already the home of the Cagiva-owned CRC design studio), Aprilia is putting the finishing touches to a new engine plant, the creation of which marks a new direction for the Italian market leaders.

Hitherto, Aprilia boss Ivano Beggio has built his company's growth on just-in-time delivery of components manufactured by outside suppliers to Aprilia's design or specification, with the result that very little of the content of any Aprilia product is manufactured in-house: Only final assembly takes place in the company's two factories in Noale, north of Venice. Until now, this has especially included engines, most of which were manufactured for Aprilia in Austria by Rotax, the Canadian Bombardier-owned engine specialist, and by Minarelli in Bologna.

But starting in September, Aprilia will begin manufacturing its own 50cc scooter engines in its new 75,000-square-foot San Marino factory, where 40 workers have already been hired. By 2000 it is projected that the number will rise to 200, at which point Beggio intends that 40 percent of Aprilia's scooter engines will be built there - the rest by Minarelli, which presently supplies all of Aprilia's Yamaha-based scooter motors under license from Yamaha.

There's the catch: Aprilia is now gearing up to export overseas, especially to India and China - but the terms of the Yamaha engine license preclude that, covering only Europe, leading Aprilia to start making its own powerplants. However, alongside the new factory is the CRC-style R&D studio headed by former Bimota chief engineer Pierluigi Marconi, who joined Aprilia at the start of the year and who will play an important part in developing new models for the fast-growing company, whose RSV1000 Superbike is at last about to start production (press launch is planned for the end of July in Spain).

Buy some desmo stock

Word from Italy is that TPG, the American buyout specialists who currently own 51 percent of Ducati, are planning to bring the company to market via a New York Stock Exchange flotation later this year - probably in October, but in any case rather earlier than expected. There's no confirmation of this from TPG executives, but just in case this rumor turns out to be true, *ducatisti* around the world had better start looking for the keys to their piggybanks if they want to buy themselves a slice of the desmodromic action. Either that, or brush up on Wall Street procedure and How-To bank-robbing techniques... CN

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America's weekly motorcycle newspaper

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VOICES
LETTERS TO THE EDITOR

In defense of Schwenk

Regarding Bill Dart's guest editorial (Issue #25, July 1) that was written in response to a letter by Stephen Schwenk, in which Schwenk criticized the Blue Ribbon Coalition - Dart responds that Schwenk doesn't understand the BRC.

The only think that Schwenk doesn't understand is how extreme the BRC is. As a former member of the BRC, I can tell you that they are not just what they claim to be. Yes, they do support off-roaders' rights to access public lands. But what they don't tell you is that they also support an extreme rightwing political agenda. They don't tell you about their associations with extreme rightwing political groups. I have written to the BRC with documentation of these associations and they have, not surprisingly, failed to respond.

I know and respect Bill Dart's work on behalf of the AMA's District 36, but when he starts spewing this BRC propaganda I have a hard time not groaning out load. Even my logger friends laugh at statements like Dart's "today these resource industries (lumber, etc.) operate in an environmentally responsible manner..."

The bottom line: If you support the AMA (which also works to keep land open to off-roaders), you are supporting a motorcycle-only group that does not have a hidden political agenda.

Rex McClellan
Philo, CA

Loudon crashes

I want to express my sadness over the terrible accidents recently at Loudon. Miguel DuHamel was in thick of one of the closest title battles in memory and he suffers an horrific accident; and Thomas Wilson's is worse, if that is possible. And Brett Metzger, too. What is going on here? Bad luck? Fate? Karma?

No! Place the blame where it rightfully belongs - with the American Motorcyclist Association.

What are these people thinking about? Are these people aware that motorcycle racing is a dangerous sport? Are these people aware that motorcycle racers are not surrounded by a roll cage such as car racers? Are these people aware that when a motorcyclist and his mount part company, contact with an immovable object will surely result in broken bones - let alone broken bikes? Remember Flyin' Fred Merkel? Remember Pomona?

I ask these seemingly simple questions because I truly believe the AMA doesn't know the answers. They have proved this time and time again. Yes, hindsight is 20/20, but they must also learn from previous experience.

The AMA must listen and react accordingly to rider-safety concerns. What could be more important? Who is in charge? Are you more concerned with ticket sales and TV coverage? The AMA gave its answer years ago at Pomona, threatening every rider there to stop an impending boycott of an unsafe track - that is when my AMA membership was canceled.

Yes, I'm mad. Safety must be at the top of the list. The AMA needs to have a rider committee to review safety issues at every race track each and every time they are there.

An unprotected wall in turn one in a wet qualifying session... Who is in charge?

Greg Patino
Cypress, CA

And more...

Miguel DuHamel suffered a double compound fracture to his left femur. Brett Metzger was seriously injured, suffering a fractured skull, elbow fracture and internal injuries that required the removal of his left kidney and his spleen. Brett was put on life support. Thomas Wilson remains in intensive care after fracturing both femurs, his pelvis, and his lower right leg, along with sustaining a punctured lung.

This is inexcusable and unnecessary, and we need to look no further than the AMA to find fault. This season was shaping up as being one of the most competitive and exciting in AMA road racing history. Not only has that prospect been diminished, but promising careers may now be cut short. We all know that motorcycle racing is dangerous, but it need not be made more dangerous by lining runoff areas with unforgiving concrete barriers. Racers have been complaining about dangerous tracks like Loudon for years. Tracks that are not motorcycle-friendly have no business being on the AMA schedule. If that means fewer races, then so be it.

I am so sickened by this needless carnage that I am withholding the renewal of my AMA membership until they announce a comprehensive plan to reduce unnecessary risk of serious injury in future AMA-sanctioned road races. The AMA needs to get the message and the only way to do that is to hit them where it hurts - in the pocketbook. I would suggest that everyone do the same.

Mark Ressa
Newport Beach, CA

Lima rules

Even though the Lima Grand National final was rained (drowned) out last weekend, the heats and semis provided some brilliant competition. Watching Geo Roeder fight through Jay Springsteen's heavy cushion spray to capture a direct transfer, after having been questionably sent to the penalty line in his heat race, was a real highlight.

The crowd roared its approval during similar efforts - such as Mike Hacker's last-lap WFO pass of Will Davis in turns three and four to clinch a spot in the National and send Davis to the paddock for the rest of the night. With all due respect, it was also refreshing to see Dan Stanley convincingly keep Scott Parker behind him for the duration of their battle, and to watch Johnny Murphree dominate what turned out to be the evening's final race - the third semi.

The young lions were hungry at Lima and if only the gods would have held back the rain for another 15 minutes, I'm sure they would have made Carr, Morehead and Parker work very hard for the top spot on the podium.

By the way, I almost forgot to mention the best thing of all about the competition at Lima - no Sportster Performance/883 class!

Kim Link
Galena, OH

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Issue #27 July 15, 1998

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ON THE COVER

New Zealander Simon Crafar won the British Grand Prix at Donington Park, ending Honda's win streak in the 500cc class at 22. Photo by Gold & Goose. Inset: Jeff Emig wins again. Photo by Kinney Jones.

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Red Bud loves Emig

And Jeff Emig loves Red Bud after he grabbed his first win of the 1998 season with a 1-1.

By Davey Coombs
Photos by Kinney Jones

BUCHANAN, MI, JULY 5

According to the homemade banners around the race track, "Red Bud loves Jeff Emig." On Sunday afternoon, Emig showed some love back. The defending 250cc AMA National MX Series Champion broke out of his year-long slump in a big way with a solid 1-1 win in front of more than 21,312 sun-drenched fans. It was the struggling Kawasaki pilot's first race win of the 1998 season, as well as his fifth Red Bud National-class win in seven years.

"This place is definitely on the list as one of my all-time favorites," said the embattled Emig, who had not won an AMA race since late August of last year. "It feels really good to be back on the podium, let alone on top of it! I was really relaxed coming in and I was really aggressive with the track - even attacking the track, as they say. Since '91, I've won at least a moto here every year, and the overall five times, so I was really looking forward to coming here. My mechanic, Jeremy Albrecht, and I worked with everyone at Kawasaki last week to get this bike working the best for me, and as you could see, they did a great job. It's always really exciting to come here because it's Fourth of July and all and I'm always amped about Red Bud."

By winning Red Bud, Emig also ended the brief two-race winning streak of Yamaha YZ400-mounted Doug Henry, the current series points leader. However, Henry did manage to bolster his points lead slightly by adding six more points to his cushion over Suzuki's Greg Albertyn (243 to 209). Henry finished 2-3 in the motos, edging out the 4-2 of Mickael Pichon, who continues to impress on his RM250.

One of the more memorable moments for Henry may have been his last-lap collision with Albertyn in the first moto. Henry clipped the South African while attempting an aggressive outside pass, causing both riders to go down. Henry remounted first, spun a doughnut, and got out in front of Albertyn to complete the unorthodox pass.

"I felt really good all day but Red Bud has never really been one of my better tracks, so I'm pretty happy with second," summarized Henry of his day. "Jeff always does well here and he rode well, but I think it was a good day for me, too. I had a lot of fun out there."

"I felt very fast and very strong today, especially in the second moto," said Pichon, who also finished third overall at the previous round in Maryland. "I was staying right with Emig the whole way, and I think that I will only get stronger as the year goes on. I would like to win again." (Pichon won the series' opening round in California back in May).

Albertyn was fourth overall with a 3-5 score. Finishing a miraculous fifth overall was Team Honda's Ezra Lusk, who competed at Red Bud just 14 days after breaking his left arm. With a plate and six screws holding the limb together, Lusk actually took the holeshot and led the second moto briefly.

"I just decided that in order to have any shot at the championship, I needed to be here today," said Lusk, who wrapped the fresh break with adhesive tape and Ace bandages. "I decided not to jump the big triple (affectionately referred to as LaRocco's Leap) because I don't think my arm could take that, but otherwise I was okay."

True to his word, Lusk was forced to give up the lead in the second moto when he passed on attempting the massive leap.

Henry's short leap forward in the points was by no means enough for him or his team to start playing it safe, as if the ever-competitive veteran would ever consider such a premature strategy. For the record, Henry carries 243 total points into the second half of the series, followed by Albertyn's 209 and Pichon's 208. Hard-lucked Mike LaRocco, who turned in a trouble-plagued 10-6 on a day many thought might be his breakthrough race, is fourth with 196 points. Lusk is next with 189, followed by Kevin Windham's 186 and Emig's 169.

The Gene Ritchie-designed Red Bud course was a fast mix of jumps, hills and off-cambered corners. A massive rainstorm on Friday night left the track under a sheet of mud, so much so that Saturday afternoon's practice and qualifying sessions went off on a much-abbreviated course. However, when Sunday dawned warm and sunny, the track crews went to work and pushed the worst of the mud off to ensure a good track for racing. Deep berms lined the corners and the approaches were riddled with deep braking bumps. The usual assortment of crowd-pleasing jumps kept the Red Bud crowd entertained throughout all four motos, though no one in the 125cc class even tried to clear the notorious 140-foot-long LaRocco's Leap triple jump.

MOTO ONE

When the first moto blasted from the gate into the deep, loamy first turn, Henry led the way aboard the big blue bomber, followed closely by Emig,

Suzuki-mounted Larry Ward, Great Lakes Airlines-backed Heath Voss, Ballzee/FMF/Husaberg-backed Jim Neese, Albertyn and Windham. Honda's Lusk was back in about 20th, though still better off than the unlucky LaRocco, who got caught up in a second-turn pile-up and started dead last.

Henry made a few frantic attempts at passing Emig on the first lap and briefly succeeded, only to have Emig strike right back on lap two in the sweeping corner that follows the Dunlop Doubles. Emig dived to the inside of the Yamaha in the air and pushed the Yamaha out, effecting his first pass for the lead of any race in the 1998 AMA National MX Series.

"I felt like I needed to ride hard and fast from the start, and that meant staying out front," said Emig of his aggressive early pace. "I wanted to ride my own race, even if that meant showing everyone else my lines early on. I can't afford to be patient anymore."

So off Emig went with the lead for the first time since the opening moto of the outdoor series back in San Bernardino, California, cutting 2:44 lap times and looking like he used to. Henry hung tough in second, followed by Ward, Windham, Albertyn and Pichon. Next came a group of privateers led by Voss and rising Canadian star Jean-Sebastien Roy; then came Lusk and then LaRocco, who had already suffered his second bad break of the day when he ran into a rider he was passing and snapped his shift lever off, leaving him to finish the rest of the moto stuck in third gear.

Over the course of the next few laps, Emig seemed to be easing away from Henry until a bizarre double mishap nearly changed everything but ended up meaning nothing. Emig stalled his Kawasaki in a deep berm and had a hard time restarting his motorcycle, which opened the door wide for Henry to retake the lead. But when Henry dived inside to make the pass, he in turn fell over and stalled his bike. Emig's bike refired, and he took off before Henry could do likewise. And once he did, the gap between the two remained almost exactly the same.

"I was just sitting there and my bike wouldn't start for five or six kicks," recalled Emig of the momentary pause in his race for the win. "Then Doug comes in under me and just falls over. I think he was looking at me and lost his concentration or something."

"That was hilarious!" said the always-smiling Henry. "I was like, 'There he is! I got him,' and then I fell over on my own. He gets going and it's like nothing happened at all. If you were on the other side of the track, you never would have known it happened."

By this time Ward was going backward while his teammate Albertyn was moving up. They switched the third and fourth positions, leaving Albertyn to chase after the leaders, while Ward continued his slow fade to sixth. Albertyn's pace carried right up to Henry's back bumper, and with 10 minutes to go, he finally made a pass. Henry battled right back, and the two began engaging in a duel that would allow Emig to get away with the race win and would end with both of them on the ground.

"Doug tried to make a pretty aggressive pass on me on the outside, in a place where there really wasn't room," explained Albertyn later. "I wasn't expecting it all. He hit me in the shoulder so hard I could feel it pop out and we both went down."

"I tried to get by him in a few places and that was really my last good chance, so I had to take it," explained Henry.

At any rate, Henry got up off the ground first and managed to cross the finish line with a runner-up finish - his sixth straight moto on the podium dating back to the second moto of the High Point Nationals. Albertyn rolled over the line in third, followed by a late-charging Pichon and a somewhat out-of-sync Windham. Ward was sixth, followed by the cautious Lusk, KTM 250-mounted Lance Smail, Roy and LaRocco.

(Above) Doug Henry (19) grabs the holeshot in the first 250cc moto over Emig (1), Larry Ward (4), Heath Voss (46), Greg Albertyn (7) and the rest of the pack. Henry went on to finish second overall with a 2-3 and still maintains the series points lead over Albertyn, 243-209.
(Left) Suzuki's Mickael Pichon rode well and took third overall with a 3-5.
(Below) Pichon's teammate Greg Albertyn is still in the hunt for the title and finished fourth overall (3-5).

MOTO TWO

To the surprise of almost everyone in the park, the fearless Lusk rocketed into the lead to start the second 250cc moto, broken arm and all. Emig and Pichon tucked in close, followed by Ward, Henry and LaRocco. For half a lap, Lusk held the lead on the number-three Honda before he arrived at LaRocco's Leap. At that point, he rolled up on the left to double and allowed Emig to go overhead when he did the triple.

By the end of the lap, Emig was in control again on the number-one Kawasaki; then came Lusk, Pichon, Ward, Henry, LaRocco, Windham, a poor-starting Albertyn, Neese and Voss. Lusk made a few stabs at retaking the lead from Emig, but in doing so he junked the fast, bumped approach to the

MOTOCROSS

AAMA/MAZDA TRUCK NATIONAL CHAMPIONSHIP 250cc MX SERIES

second corner on lap three and bounced to the outside, allowing Pichon to move into second.

"I was riding as hard as I could, and I started feeling like I belonged up there," Lusk explained. "Then I hit that bump and the pain in my arm reminded me that I was not ready to go that fast, so I backed it down some. I felt like I had the corner speed and all, but I could not risk a bad landing or a big crash or anything. I just backed off and let the leaders go. I've already got enough bumps and bruises right now. I knew I would be a little bit off the pace, but I wasn't as far off as I thought I would be."

As Lusk slowed down slightly, Henry passed Ward and began to apply pressure. However, it took the points leader almost 20 minutes to get around the Honda, leaving Emig and Pichon to sneak away. By the time Henry was clear of Lusk, the two leaders were more than 10 seconds clear and the race was almost over.

Up front, Emig rode a smart, confident race, never cracking under the slight pressure and fast pace from Pichon. Even though his mechanic, Tony Berlutti, urged Pichon to be more aggressive, with signals like "Show him a wheel" and "Make him crack," the Suzuki rider never made contact.

"He was definitely riding fast out there but I was just riding my own race," said Emig of the attacking Frenchman. "I felt really strong all weekend, even during practice, and I just felt like I was going to win today. I guess it all finally worked out."

Emig had to go an extra lap before the day was over. Due to the lap times being right around the 2:45 mark all day long, Emig came past the scorers at exactly 29 minutes and 59 seconds, so close to the referee that he started to raise the two-lap board as Emig flew overhead on the tabletop. The added lap did little to affect the outcome of the race. Pichon remained second, while Henry held third in the moto for second overall at the finish. Lusk was a noble fourth, while the poor-starting Albertyn came across fifth.

"That little run-in with Henry in the first moto hurt my shoulder enough to bother me in the second race," said the ever-optimistic Albertyn, "but I think a bad start was my biggest problem. In both motos, I just didn't get a good enough start to lead. Otherwise, I think I would have been able to win here. But I'll be fine. I'm going to train hard these next two weeks and I still believe that I'm going to take this championship - it has my name on it!"

LaRocco finished sixth after his third measure of bad luck - his chest protector broke and he had to take it off while riding up a hill - slowed him again. Windham was a disappointing seventh, while an equally off-kilter Ward was eighth. Then it was nearly two full minutes before a swarm of privateers battled across the line, led by the Canadian Roy, Xtreme-backed Jeff Dement, Tecate/Kawasaki of Mexico's Phil Lawrence and Team Green's Cliff Palmer.

Team Honda's Ezra Lusk surprised everybody by grabbing the holeshot in the second moto and finishing fifth overall (7-4), even with a freshly broken arm.

"There's always that question in the back of your mind when you win and then you don't win for a while, whether you will ever win again," theorized Emig later. "You always tell yourself that you can, but until you do it, you just don't know. After this race, I think I have that confidence back. I know I can win again."

Red Bud Track and Trail
Buchanan, Michigan
Results: July 5, 1998 (Round 6 of 12)

250 MOTO 1: 1. Jeff Emig (Kaw); 2. Doug Henry (Yam); 3. Greg Albertyn (Suz); 4. Mickael Pichon (Suz); 5. Kevin Windham (Yam); 6. Larry Ward (Suz); 7. Ezra Lusk (Hon); 8. Lance Smail (KTM); 9. Jean-Sebastien Roy (Kaw); 10. Mike LaRocco (Hon); 11. Heath Voss (Hon) 12. Josh Demuth (Kaw); 13. Takeshi Koikeda (Yam); 14. Barry Carsten (Suz); 15. Jason Thomas (Kaw); 16. Cliff Palmer (Kaw); 17. Jeff Dement (Yam); 18. Davey Yezek Jr. (Suz); 19. Matt Shue (Suz); 20. Phil Lawrence (Kaw); 21. Keith Bowen (Suz); 22. Brad Hagseth (Yam); 23. Mike Katin Jr. (Yam); 24. Takeshi Koikeda (Yam); 25. Bruce Stratton (Suz); 26. C. Bradley Strunk (Hon); 27. Brian Stone (Kaw); 28. Ty Wallace (Yam); 29. Vincent Karnow (Suz); 30. Chad Wollaston (Yam); 31. Kevin Crine (Kaw); 32. Paul Karle (Yam); 33. Martin Vaughn (Hon); 34. Brad Jerominski (Kaw); 35. Todd DeHoop (Yam); 36. Davey Yezek Jr. (Suz); 37. Heath Voss (Hon); 38. Pedro Gonzalez (Kaw); 39. Richard Taylor (Suz); 40. James Evans (Kaw).

250 MOTO 2: 1. Jeff Emig (Kaw); 2. Mickael Pichon (Suz); 3. Doug Henry (Yam); 4. Ezra Lusk (Hon); 5. Greg Albertyn (Suz); 6. Mike LaRocco (Hon); 7. Kevin Windham (Yam); 8. Larry Ward (Suz); 9. Jean-Sebastien Roy (Kaw); 10. Jeff Dement (Yam); 11. Phil Lawrence (Kaw); 12. Cliff Palmer (Kaw); 13. Lance Smail (KTM); 14. Josh Demuth (Kaw); 15. Matt Shue (Suz); 16. Jason Thomas (Kaw); 17. Anthony Amaradio (Yam); 18. Anthony Pocorobba (Suz); 19. Barry Carsten (Suz); 20. Jim Neese (Hus); 21. Keith Bowen (Suz); 22. Brad Hagseth (Yam); 23. Mike Katin (Yam); 24. Takeshi Koikeda (Yam); 25. Bruce Stratton (Suz); 26. Bradley Strunk (Hon); 27. Brian Stone (Kaw); 28. Ty Wallace (Yam); 29. Vincent Karnow (Suz); 30. Chad Wollaston (Suz); 31. Kevin Crine (Kaw); 32. Paul Karle (Yam); 33. Martin Vaughn (Hon); 34. Brad Jerominski (Kaw); 35. Todd DeHoop (Yam); 36. Davey Yezek (Suz); 37. Heath Voss (Hon); 38. Pedro Gonzalez (Kaw); 39. Rich Taylor (Suz); 40. James Evans (Kaw)

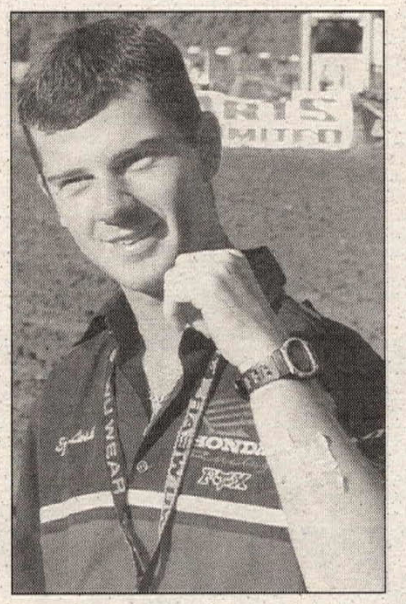
250 O/A: 1. Jeff Emig (Kaw); 2. Doug Henry (Yam); 3. Mickael Pichon (Suz); 4. Greg Albertyn (Suz); 5. Ezra Lusk (Hon); 6. Kevin Windham (Yam); 7. Larry Ward (Suz); 8. Mike LaRocco (Hon); 9. Jean-Sebastien Roy (Kaw); 10. Lance Smail (KTM); 11. Josh Demuth (Kaw); 12. Jeff Dement (Yam); 13. Cliff Palmer (Kaw); 14. Phil Lawrence (Kaw); 15. Jason Thomas (Kaw); 16. Heath Voss (Hon); 17. Barry Carsten (Suz); 18. Matt Shue (Suz); 19. Takeshi Koikeda (Yam); 20. Anthony Amaradio (Yam); 21. Anthony Pocorobba Jr. (Suz); 22. Davey Yezek (Suz); 23. Jim Neese (Hbg).

AMA/MAZDA TRUCK NATIONAL C'SHIP 250cc MX SERIES POINT STANDINGS (After 6 of 12 rounds): 1. Doug Henry (243/2 wins); 2. Greg Albertyn (209); 3. Mickael Pichon (208/1); 4. Mike LaRocco 196; 5. Ezra Lusk (189/1); 6. Kevin Windham (186); 7. Jeff Emig (169/1); 8. Larry Ward (140); 9. Jeremy McGrath (121/1); 10. Mike Craig (109); 11. Jean Sebastien Roy (90); 12. Heath Voss (76); 13. Lance Smail (75);14. Doug Dubach (61); 15. Phil Lawrence (53); 16. Jeff Dement (50); 17. (TIE) Takeshi Koikeda/Jason Thomas (47); 19. Josh Demuth (41); 20. Anthony Amaradio (34).

Upcoming Rounds:
Round 7 - Unadilla, New York, July 19
Round 8 - Troy, Ohio, July 26

Briefly...

Team Honda's **Ezra Lusk** continued his recent trend of wearing a number-17 jersey during practice in honor of his injured teammate **Steve Lamson**, who continues to sit out due to a broken collarbone. However, when Team Stiffie's **Jeff Willoh** wore the number-41 jersey this weekend in the 125cc class, it was not in deference to his teammate Shaun Perolio. Rather, Willoh's gear bag got lost at the airport and did not show up all weekend long, impelling him to share product with his Stiffie teammate. Ironically, Willoh finished right behind Perolio in the second moto (16th and 17th).



The fact that **Ezra Lusk** (right) was even at Red Bud surprised a lot of people. Lusk broke his arm just two weeks ago at the Budds Creek National when he ran into Doug Henry in the first turn of the second moto. "It felt like it was broken right away but I got up and tried to keep going anyway," recounts Lusk, whose pain threshold must be extraordinary. "The first jump I landed off of, I could feel the bones moving around, so I pulled off." Lusk was operated on the following Monday morning. Doctors reattached the bone with the help of a plate and six screws. After careful consideration, Lusk decided to have his stitches removed and ride Red Bud in order to keep his title hopes alive. "With the plate and all, the bone is as strong as it would be if it weren't broke. I just have to deal with the pain. I figured if I could make it through this weekend without hurting it worse and score a top-five finish, I could take the next two weeks to heal before Unadilla and still have a shot." Lusk did just that, finishing fifth overall even though he never attempted LaRocco's Leap throughout the day.

Jeremy McGrath continues to heal up at his home in California. The five-time AMA Supercross Series Champion and former points leader of this year's 250cc Outdoor Nationals saw a doctor this week who said that although the broken wrist is healing well, McGrath must wear his cast for at least another three weeks. According to his teammate and friend Jimmy Button, McGrath will not be back before the month of August at the earliest.

Jeff Emig's driver's license may say California, but everyone knows that the four-time AMA National Champion was actually born and raised in Missouri. So with McGrath and fellow Californians Damon Huffman, Ryan Hughes and Mike Craig out with the injuries, the highest-placing rider representing the Golden State in the 250cc class at Red Bud was "Factory" Phil Lawrence, who finished 14th.

During a postrace auction to benefit the American entry for the **1998 Motocross des Nations** in Foxhill, England, the AMA's Duke Finch confirmed that **Ricky Carmichael** and **Doug Henry** have been selected for the team as the 125cc and optional class riders, respectively. However, the 250cc role has not been assigned yet. Team USA regular Jeff Emig, Honda's Ezra Lusk and Yamaha's Kevin Windham have all been mentioned to be in consideration, though Windham's Yamaha teammate John Dowd might also get the nod even though he's been riding the 125cc National class this season. Finch and team manager Roger DeCoster hope to make an announcement as soon as the next race at Unadilla. As for the auction, it raised more than $2800 , to be split between the team and a local charity. The item that fetched the highest bid was Jeff Emig's number-one jersey, which fetched $420 .

Popular privateer **Barry Carsten** switched from his usual Suzuki RM125 to an RM250 for this weekend's Red Bud race. "I wanted to switch for at least one race this year and I figured that since this track is so loamy, it might be a good one to do it on," said Carsten, 31, who hails from Bayville, New Jersey. "Unadilla is really a slippery track now, so I will probably go back to the 125 for that." Carsten, who is backed by Bromley Suzuki, MSR, Dunlop and Arai, finished a respectable 17th overall with 14-19 finishes.

Race winner **Jeff Emig** was wearing the brand-new **Fox helmet** for the first time at Red Bud. "It's designed to vent better than most helmets so it breathes air over you, and obviously it worked well today," said Emig, a consummate pitchman. "The helmet is undefeated in National competition!" Ezra Lusk is said to also be to begin wearing the helmet soon.

The top winners in the **Copenhagen Pro Privateer Challenge** were **Tim Ferry** and **Robbie Skaggs** in the 125cc class and **Jean-Sebastien Roy** and **Josh Demuth** in the 250cc class. The top winner in each class received $750, while second place received $250.

Ricky Carmichael's KX125 (right) was sporting a Euro-style, half-vented front number plate at Red Bud. Several weeks ago Carmichael's bike suffered a rare DNF and had some people asking if the bike was running too hot. "It's something we are testing for the Motocross des Nations," said Carmichael's mechanic, Chad Watts. "We have to run pump gas there, so it may help the bike run a little cooler."

HONDA

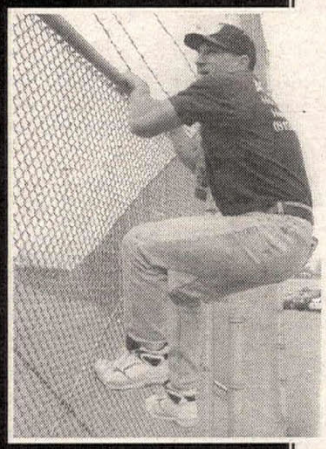
SUZUKI

MMI Motorcycle Mechanics Institute

MW2 journeys to the International Six Days Enduro US Qualifiers, where Jerry joins off-road stars Scott Summers and Chris Smith in an attempt to win a spot on Team USA. Jerry, who was raised in the woods of New England is actually a skilled off-road rider. He's tough, he's in shape and he can ride. If he qualifies for Team USA what will the rest of the world think of us? Find out on MW2 Rev It Up!!!

Then, MW2 Rev It Up treks to ... Alaska, the land of the midnight sun, the Moose, the Bald Eagle, the Grizzly Bear, King Crab and the Salmon. Alaska, where MW2 Rev It Up will journey with Guy Cooper and Jerry Bernardo to see the Northern Lights. Coop and Jerry will both compete in the Alaska MX and then explore our northern-most state on Dual-sport bikes. It's summer in the Great White North and they can ride in sunlight 24 hours a day! Jerry's last words, "Don't send me out in the forest where, I might get eaten by a bear." Motocross, Cooper, Alaska, Jerry being eaten by a bear, only on MW2 Rev It Up!!!

In July 1776 our nation's founders signed off on the Declaration of Independence and had a party. In July 1998 MotoWorld will celebrate another great month of racing! There are three big AMA Motocross Nationals in July, a GNCC, Hill Climbs, Drag Racing, Road Racing, profiles and interviews with the stars. See it all on MotoWorld! It's the patriotic thing to do.



A Championship in the AMA National Motocross Series means big bucks, multi-year contracts, fame, and a cool number one plate for your bike. The AMA 125cc National Motocross Championship and the AMA 250cc National Championship are still up for grabs in July. In the 125cc class, Dowd, Lamson, and Button are all gunning to knock Ricky Carmichael off the top of the box and secure good jobs for next season. The action is even hotter in the 250cc class as Albie, McGrath, Ward, Lusk, Henry, LaRocco, Emig or Windham could earn a victory at any track any time. It's a "Battle Royal" in July on the AMA National Motocross Series!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
7/1/98	4:00 AM	MotoWorld (R)
7/1/98	12:00 PM	Southwick, MA Motocross (R)
7/2/98	6:30 PM	MotoWorld
7/3/98	10:00 PM	Budds Creek, MD Motocross
7/5/98	3:30 AM	MW2 Rev It Up
7/5/98	11:00 AM	MotoWorld (R)
7/6/98	3:00 AM	MotoWorld (R)
7/6/98	1:00 PM	Budds Creek, MD Motocross (R)
7/9/98	6:30 PM	MotoWorld
7/10/98	6:30 PM	MW2 Rev It Up
7/11/98	2:30 PM	MotoWorld (R)
7/13/98	3:30 AM	MW2 Rev It Up
7/14/98	3:00 AM	MotoWorld (R)
7/16/98	6:30 PM	MotoWorld
7/18/98	1:00 PM	Buchanan, MI Motocross
7/19/98	12:00 PM	MotoWorld (R)
7/22/98	3:00 AM	MotoWorld (R)
7/22/98	12:00 PM	Buchanan, MI Motocross (R)
7/22/98	7:30 PM	New Berlin, NY Motocross
7/23/98	6:30 PM	MotoWorld
7/24/98	6:30 PM	MW2 Rev It Up
7/26/98	9:30 AM	MotoWorld (R)
7/27/98	2:00 AM	MotoWorld (R)
7/27/98	3:00 AM	MW2 Rev It Up
7/30/98	6:30 PM	MotoWorld

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 REV IT UP espn2

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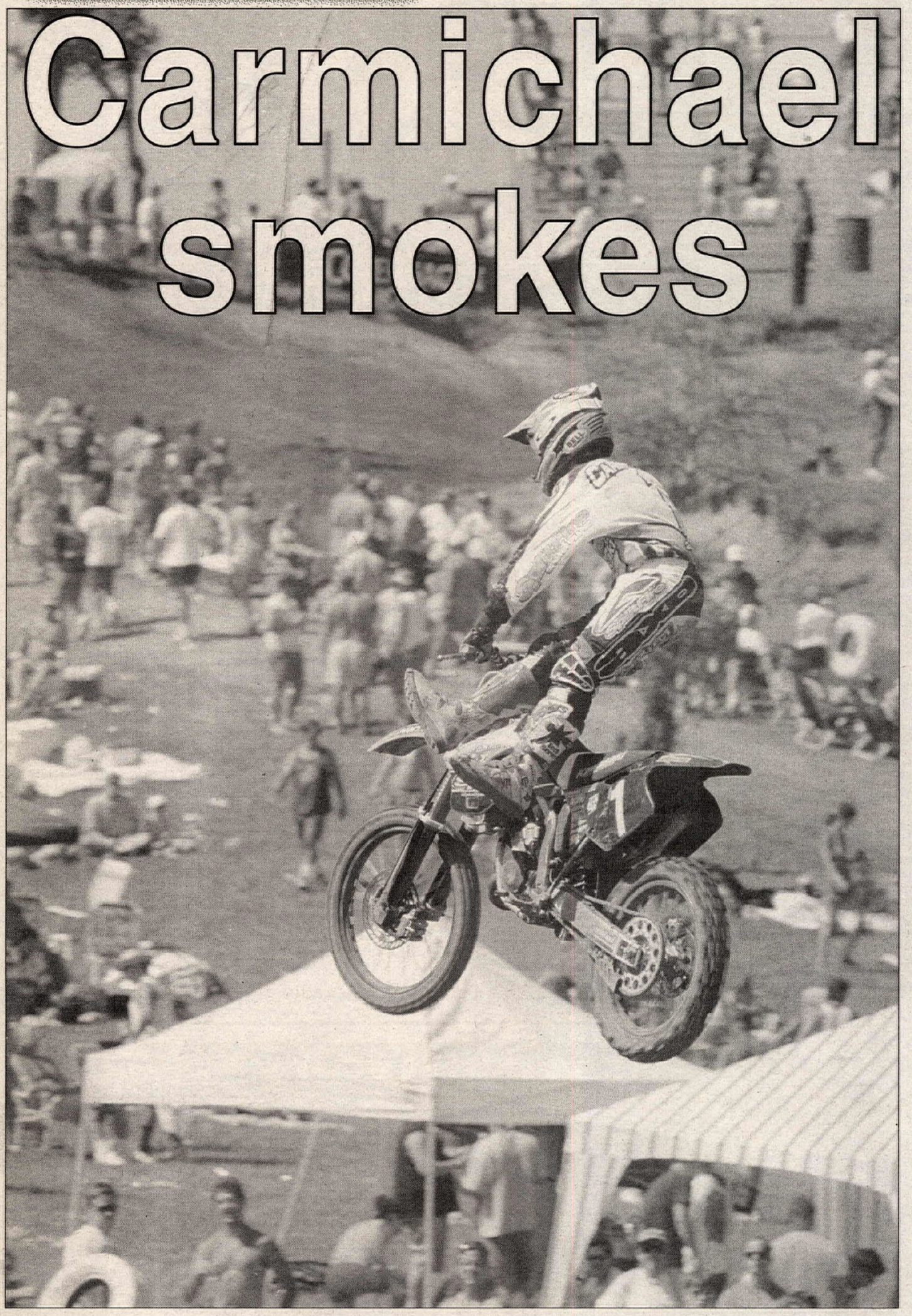
Carmichael smokes



Defending 125cc National Champion Ricky Carmichael keeps on rolling as he turned in a perfect 1-1 to win the class at Red Bud.

By Dave Deringer
Photos by Kinney Jones

BUCHANAN, MI, JULY 5

For the fourth time this year, Team SplitFire/Pro Circuit/Kawasaki's Ricky Carmichael smoked his competition in both 125cc National motos to take the overall win. This time it was at the 25th running of the Red Bud National Motocross. After pulling two strong starts, Carmichael had little passing to do, but he did it quickly, showing the 21,300 fans in attendance why he carries the number-one plate.

"My Kawasaki 125 ran great all day and I feel great," Carmichael said of his win. "I'm just training hard and I'm in better shape this year than I was last year, and hopefully it will all pay off."

Finishing second to Carmichael in both motos was Team Yamaha's John Dowd. Coming into Red Bud, Dowd had a one-point advantage over Carmichael, but he will head into Unadilla in two weeks five points back in second place.

"I felt good out there, actually; he just beat me today, that's all," commented Dowd regarding his second-place finishes. "He just inched away a little each lap, but I was trying my best."

Honda of Troy/Sinisalo/ Dunlop-backed Mike Brown kept the momentum rolling from his second overall at Budds Creek two weeks ago and took third overall with a 3-3. After holding second for the majority of the first moto, Brown slid out and went down with a little over a lap remaining. Brown quickly remounted and finished third after Dowd moved by.

"I got good starts and I didn't get tired," Brown said about his strong outings. "I had a few little problems, but I felt good. I hope I can keep doing it."

Carmichael's SplitFire/Pro Circuit/ Kawasaki teammate Casey Johnson crossed the finish line in fourth in both motos for fourth overall.

"It seems like I'm consistently fourth," said Johnson, who finished fourth at the two previous events at Budds Creek and Southwick. "We have two weeks off and I'm going to train my ass off so I can stand on the podium and spray some champagne at Unadilla."

Rounding out the top five was FMF/Honda-mounted Jason McCormick. The Washington state native was up front for most of the day, finishing with a 5-10 moto tally.

"I've been training with thermal underwear, so I can keep going in the heat," McCormick explained about his performance. "I made a few mistakes in the second moto, but it wasn't a bad day."

MOTO ONE

It was Johnson who grabbed the holeshot when the gate dropped in the first moto, followed by Carmichael, Brown, Dowd and Team Stiffie's Shaun Perolio. Honda of Troy's Stephane Roncada and Stiffie's Brian Deegan, along with several privateers, went down in a heap.

Carmichael quickly moved by Johnson, who bobbled on the second lap while trying to share a rut with Dowd, and set sail as Brown, Perolio and McCormick also took advantage of Johnson's slip-up. Chaparral Yamaha's Jimmy Button was in sixth and on a charge after having been the recipient of a mediocre start.

Carmichael had a seven-second advantage over Brown at the 10-minute mark, while Dowd moved by McCormick for third. Johnson regained his form and was in fifth, gunning for McCormick, while Perolio and Button were dicing for sixth and seventh.

For the next several laps, things were steady as Carmichael was doing his thing out front, with Brown holding down second. Dowd was reeling in Brown but had some ground to cover, and Johnson was comfortable in fourth.

On the other end of the track, Primal Impulse/Bill's Pipes/Suzuki's Buddy Antunez was getting checked out by the medics after his throttle apparently stuck on the face of a jump, sending him tumbling down the track.

With the two-lap board out, Carmichael started having fun over some of the massive jumps, while Dowd chased after Brown, still within striking distance of second. As Brown rounded the Monza Wall, his bike slid out, violently throwing him from his mount and tweaking the bars in the process. Dowd easily passed the downed rider and proceeded to finish second behind the incredible Kawasaki speedster, Carmichael.

"That was a little bit of a gift from Mike there, but I'll take it," Dowd said about Brown's fall. "I had a tough time

getting going there in the beginning and was catching him, but I don't know if I would have got him if he didn't fall."

"My back end just slid out and I high-sided," Brown explained about the crash. "I felt good. I'm not even tired. Maybe (I can win) next moto."

Brown remounted his ride in plenty of time to finish third, and Johnson came next in fourth. McCormick rode well to finish fifth, ahead of Button. FMF/Honda-backed Scott Sheak finished seventh, with SplitFire/Pro Circuit's Nathan Ramsey and Perolio rounding out the top 10.

"That moto was nothing to me," said Carmichael after the race, ready to do it again. "I just want to maintain my points lead from here on out. I know I can do it."

MOTO TWO

Tom Morgan/Lemonds Yamaha/MSR-supported Robbie Skaggs nailed the second-moto holeshot, with Carmichael, Brown and Dowd in tow. The four riders swapped positions throughout the first lap, but going into the second lap, it was Dowd, Carmichael, Skaggs and Brown out front. Button went down on the first lap and his carburetor dislodged from the airbox, taking him out of the race.

"That was my best start ever outdoors," Skaggs said of his holeshot and opening laps. "I was trying to stay with those guys and I'm happy with my speed."

Carmichael made his move by Dowd following LaRocco's Leap and slowly pulled away throughout the next few laps. Brown settled into third, with McCormick in fourth. Skaggs was riding well with the front-runners as Johnson, Perolio, Honda of Troy's Casey Lytle and FMF's Sellards were all battling inside the top 10.

Carmichael was on the gas up front and set his fastest lap of the day with a 2:46 just past the halfway point. Dowd had pulled away from Brown, who had pressured the 32-year-old for some time until he lost his rear brakes for a while when a rock jammed the brake pedal.

For the last few laps, the front-runners did little dicing. Carmichael began to click for the crowd while Dowd closed the gap, but it was Carmichael's day as he took his second win and the overall victory for the fourth time this year. Brown took third, followed by Johnson, Roncada and then Skaggs in sixth.

"My bike handled perfect and the track was better this time out," Carmichael said of his decisive ride. "We have a weekend off next week and I'm going to take some time off and enjoy myself."

"I was riding good but had no brakes," Brown explained of his third-place ride. "It's just these little things that hold me back." CN

Red Bud Track and Trail
Buchanan, Michigan
Results: July 5, 1998 (Round 6 of 12)

125 MOTO 1: 1. Ricky Carmichael (Kaw); 2. John Dowd (Yam); 3. Mike Brown (Hon); 4. Casey Johnson (Kaw); 5. Jason McCormick (Hon); 6. Jimmy Button (Yam); 7. Scott Sheak (Hon); 8. Tim Ferry (Yam); 9. Nathan Ramsey (Kaw); 10. Shaun Perolio (Suz); 11. Nicholas Wey (Kaw); 12. Casey Lytle (Hon); 13. Brock Sellards (Hon); 14. Chad Pederson (Yam); 15. Robbie Skaggs (Yam); 16. Travis Preston (Suz); 17. Jeff Willoh (Suz); 18. Stephane Roncada (Hon); 19. Steve Herman (Suz); 20. Brian Deegan (Suz); 21. Kelly Smith (KTM); 22. Robbie Reynard (Suz); 23. Tom Welch (Suz); 24. Robbie Horton (KTM); 25. Ryan Duff (Hon); 26. Ryan Clark (Kaw); 27. Ryan Huffman (Suz); 28. Jeff Baker (Kaw); 29. Erick Vallejo (Kaw); 30. Jiri Dostal (Suz); 31. Isaiah Johnson (Kaw); 32. Scott Davis (Suz); 33. Eron Ezerins (Suz); 34. Joseph Oehlhof (Hon); 35. Tim Roth (Suz); 36. Jimmy Wilson (Suz); 37. James Eickel (Kaw); 38. James Povolny (KTM); 39. Blair Morgan (Kaw); 40. Paul Currie (Kaw); 41. Buddy Antunez (Suz).

125 MOTO 2: 1. Ricky Carmichael (Kaw); 2. John Dowd (Yam); 3. Mike Brown (Hon); 4. Casey Johnson (Kaw); 5. Stephane Roncada (Hon); 6. Robbie Skaggs (Yam); 7. Nathan Ramsey (Kaw); 8. Robbie Reynard (Suz); 9. Brock Sellards (Hon); 10. Jason McCormick (Hon); 11. Tim Ferry (Yam); 12. Brian Deegan (Suz); 13. Ryan Huffman (Suz); 14. Scott Sheak (Hon); 15. Nicholas Wey (Kaw); 16. Shaun Perolio (Suz); 17. Jeff Willoh (Suz); 18. Travis Preston (Suz); 19. Chad Pederson (Yam); 20. Kelly Smith (KTM); 21. Paul Currie (Kaw); 22. Robbie Horton (KTM); 23. Steve Herman (Suz); 24. Ryan Clark (Kaw); 25. James Povolny (KTM); 26. Ryan Duff (Hon); 27. Jeff Baker (Kaw); 28. Tom Welch (Suz); 29. Jimmy Wilson (Suz); 30. Eron Ezerins (Suz); 31. Tim Roth (Suz); 32. Joseph Oehlhof (Hon); 33. Scott Davis (Suz); 34. Isaiah Johnson (Kaw); 35. Casey Lytle (Hon); 36. James Eickel (Kaw); 37. Jimmy Button (Yam); 38. Jiri Dostal (Suz); 39. Erick Vallejo (Kaw); 40. Buddy Antunez (Suz); 41. Blair Morgan (Kaw).

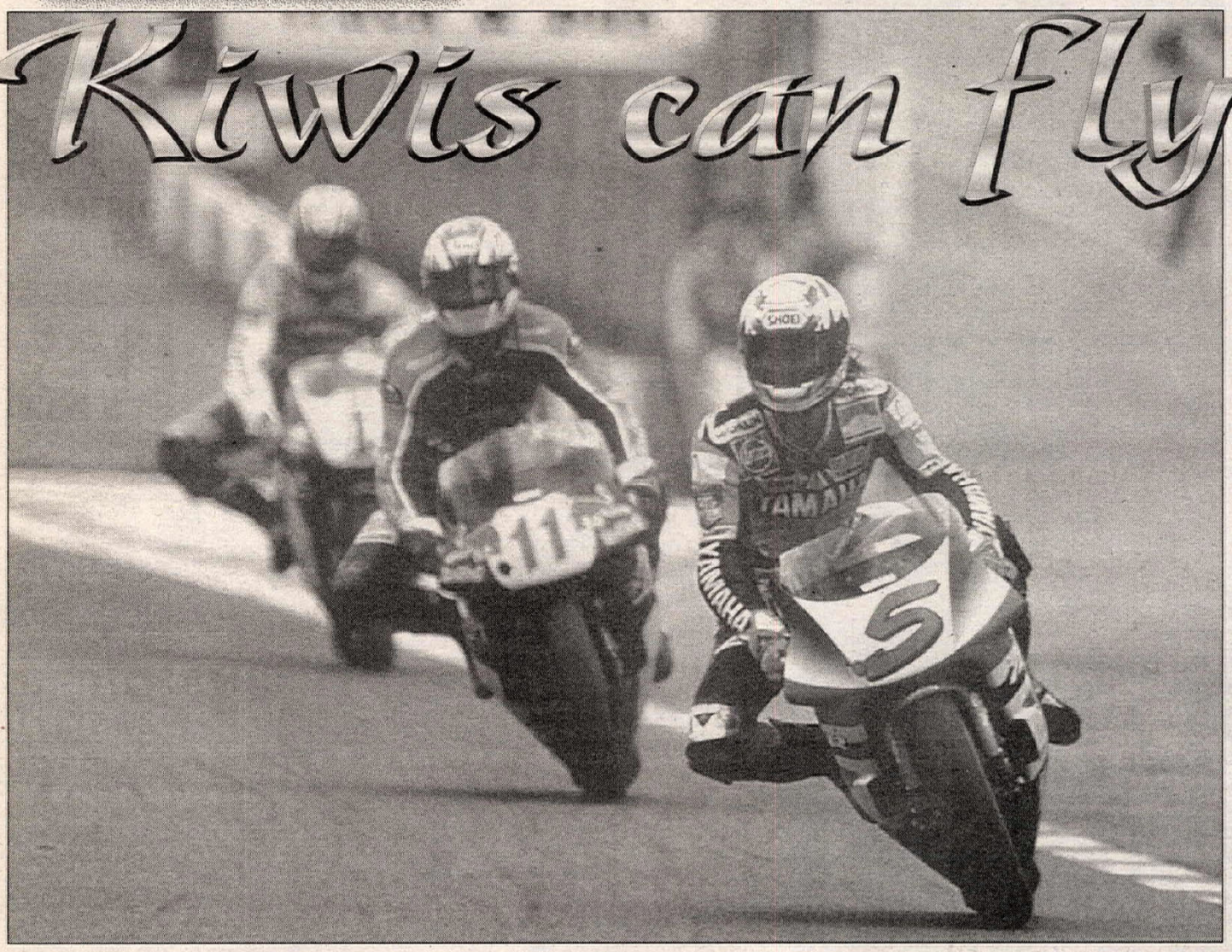
125 O/A: 1. Ricky Carmichael (Kaw); 2. John Dowd (Yam); 3. Mike Brown (Hon); 4. Casey Johnson (Kaw); 5. Jason McCormick (Hon); 6. Nathan Ramsey (Kaw); 7. Tim Ferry (Yam); 8. Robbie Skaggs (Yam) 9. Scott Sheak (Hon); 10. Brock Sellards (Hon); 11. Stephane Roncada (Hon); 12. Nicholas Wey (Kaw); 13. Shaun Perolio (Suz); 14. Jimmy Button (Yam); 15. Robbie Reynard (Suz); 16. Brian Deegan (Suz); 17. Chad Pederson (Yam); 18. Casey Lytle (Hon); 19. Ryan Huffman (Suz); 20. Jeff Willoh (Suz); 21. Travis Preston (Suz); 22. Steve Herman (Suz); 23. Kelly Smith (KTM).

AMA/MAZDA TRUCK NATIONAL C'SHIP 125cc MOTOCROSS SERIES POINT STANDINGS (After 6 of 12 rounds): 1. Ricky Carmichael (260/4 wins); 2. John Dowd (255/1); 3. Casey Johnson (192); 4. Jimmy Button (157); 5. Mike Brown (152); 6. Stephane Roncada (117); 7. (TIE) Steve Lamson (1)/Robbie Reynard (116); 9. Scott Sheak (114); 10. (TIE) Nicholas Wey/ Tim Ferry (109); 12. Nathan Ramsey (81); 13. Ryan Huffman (77); 14. Brock Sellards (76); 15. Casey Lytle (66); 16. Michael Brandes (63); 17. Jason McCormick (57); 18. Brian Deegan (55); 19. Robbie Skaggs (48); 20. Buddy Antunez (48).

Upcoming Rounds:
Round 7 - Unadilla, New York, July 19
Round 8 - Troy, Ohio, July 26

(Top) Robbie Skaggs (45) takes the holeshot in the second moto over Carmichael (1), Dowd (partially hidden), Casey Lytle (partially hidden) and Mike Brown (100). Skaggs ended the day in eighth overall (15-6). (Above left) John Dowd turned in a 2-2 for second overall. Dowd trails Carmichael in the point standings by just five points, 260-255. (Right) Team Honda of Troy's Mike Brown rode well to finish on the podium for the second time in as many rounds, this time stepping back to third with a 3-3. (Left) Casey Johnson has finished fourth in the last two rounds and did the same at Red Bud with a consistent 4-4.

Kiwis can fly



By Henny Ray Abrams
Photos by Gold & Goose

DONINGTON PARK, ENGLAND, JULY 5

In the eighth race of his first full 500cc Grand Prix season, Simon Crafar did something he couldn't do in over 100 World Superbike races - he won. Not only did he win, he won by the largest margin this season, he ended Honda's consecutive 500cc win streak at 22, and he vanquished the four-time defending World Champion Mick Doohan on a cool and overcast day before 36,000 at Donington Park in the British East Midlands.

"I didn't expect it to go the way it did today," the 29-year-old New Zealander said after beating Doohan by 11.530 seconds. "When I lined up on the grid, I was prepared to race 100 percent the whole race, and still can't really believe it happened how it did."

"How it happened" was that his Red Bull Yamaha WCM team, which had given him a package that put him on the pole position, stayed consistent and gave him a winning machine for the race. The most crucial element in that package was probably the Dunlop tires. While the Michelin riders spun, Crafar motored away, giving the British tire brand their first win since Luca Cadalora won in Brazil at the end of 1995. It was also Yamaha's first win since Loris Capirossi took the surprise win in the final race of the 1996 season at Eastern Creek in Australia.

Doohan had moved into second place on the seventh of 30 laps and that's where he stayed. Thinking the temperature would rise, Doohan opted at the last minute for a harder-compound rear tire. It was the wrong choice and he knew it immediately. Whenever he tried to get on the gas, he'd spin, and there was nothing he could do but watch Crafar motor away while making sure his championship rivals stayed behind.

"We gambled on race day when things looked a bit iffy and they came up trumps today, and Simon put in the other ingredient of riding the wheels off the thing," Doohan said, "so it's good that he got a Grand Prix win here and I also think it's good for their team. All in all, our result wasn't too bad. We needed some points and we got some more, and we're ahead of the guys that count in the championship at the moment."

For the first time this year, Doohan heads the championship standings with 135 points - seven more than Marlboro Kanemoto Honda's Max Biaggi, who finished sixth today after struggling with traction. Repsol Honda's Alex Criville is third in the points after getting the better of a race-long duel with Honda Gresini's Alex Barros for fourth. Doohan's other consolation was that he now has more podium finishes than any rider in 500cc GP history. His second place today gives him 89, one more than Giacomo Agostini.

Third on the day went to Yamaha Team Rainey's Norick Abe. The Japanese rider led the first four laps before dropping back in what was mostly a very processional race.

Suzuki's Nobuatsu Aoki rode through the pain of various practice mishaps of the past few weeks to take a lonely seventh. Then came Crafar's teammate, Regis Laconi, well in front of Dee Cee Jeans Racing Team's Jurgen van der Goorbergh, the first of the lapped riders and the first of the V-twins. Team Millar Honda Britain's Scott Smart flew the British flag into 10th.

Deprived of another top 10-finish at the end was Team Roberts Kenny Roberts Jr. He pulled in with power-valve problems while in eighth with less than three laps to go. Earlier, FCC Technical Sport's Matt Wait crashed out while running 13th. He briefly remounted before retiring.

"Every lap I bettered my time, and I was even faster than the qualifying one," Wait said. "I was pushing really hard - maybe too much. In a corner, I lost control and crashed out."

Repsol Honda's Sete Gibernau was another crasher, the Spaniard spilling while contesting sixth with less than 10 laps to go.

Aprilia's Loris Capirossi was handed the 250cc Grand Prix win when race leader (and teammate) Tetsuya Harada had an engine go sour while he was in the lead on the final lap. Up until then the race had been a struggle, the teammates going at each other with Harada taking the lead back on the 24th of 27 laps. Then he suddenly slowed, Capirossi was by, and Harada had to nurse the ailing bike to the finish.

"That was a very difficult race with Tetsuya," Capirossi said after taking his second win of the year. "When he passed me near the end, I still thought it was maybe possible to win because I was a little faster at the end of the lap. But I wasn't sure it was possible because Tetsuya was running at a very fast pace. Then he had a problem and it made it easy for me to win."

Though he and Harada were never more than a second or two apart, due to Harada's engine problems, Capirossi was able to pull out 5.682 seconds at the finish.

"On the last lap I felt something in the engine," Harada said. "I'm not sure exactly what, but it felt the same as at Assen, so I closed the throttle immediately. The engine was still running, but I felt if I carried on pushing hard it might not finish the lap."

Taking the win allowed Capirossi to make up five points on Harada. After eight of 15 races, Harada leads Capirossi, 124-115. Benetton Honda's Tohru Ukawa, fourth today with a rear tire which gave him no traction in the beginning of the race, is third with 86.

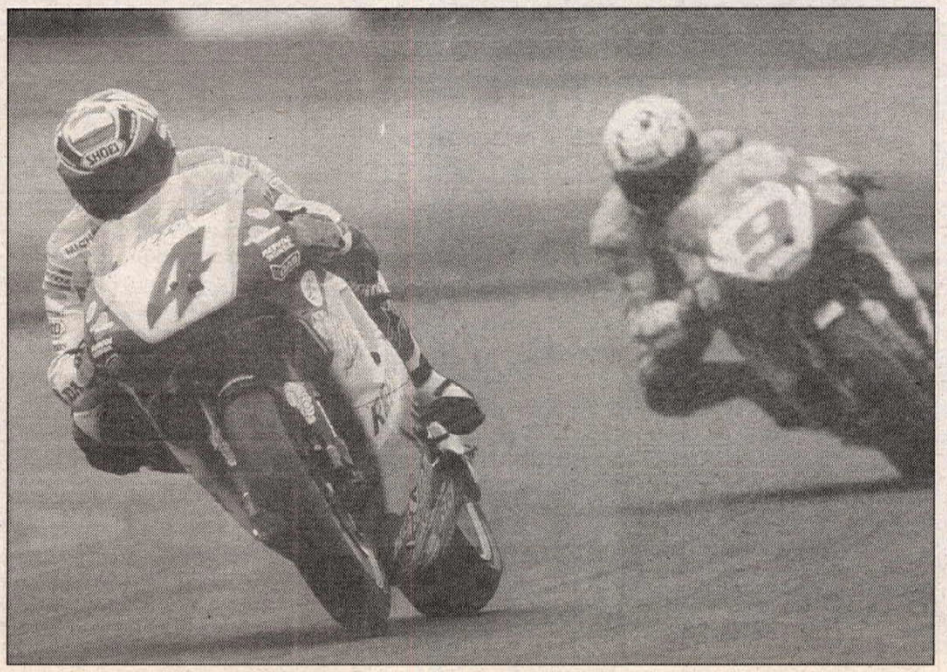
The fight to watch was the one for third. That battle featured four riders going hard at it. In the end, Castrol 250 Team's Stefano Perugini earned his first podium with a third-place finish.

"I'm very happy with the results," he began. "It was work to stay with the leaders."

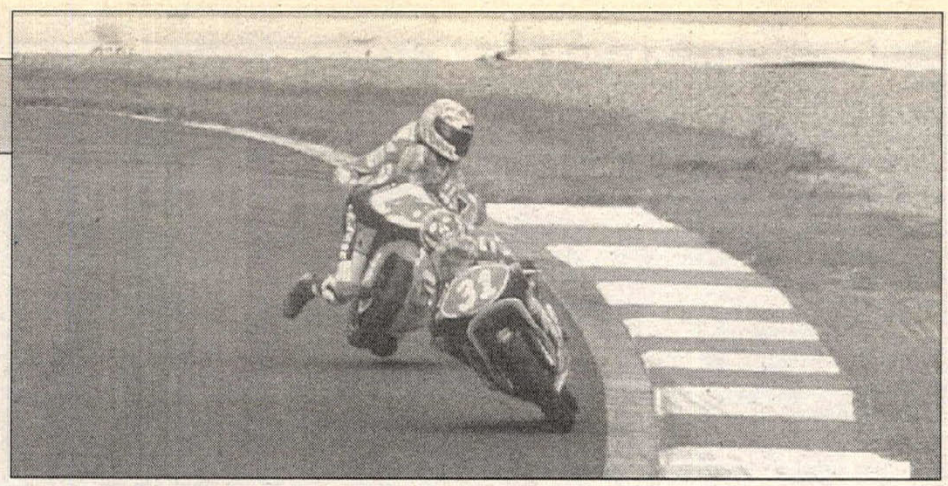
Perugini said he used a soft rear tire, which gave him an edge at the end. By then he'd studied the other three enough to know where to pass them on the final lap.

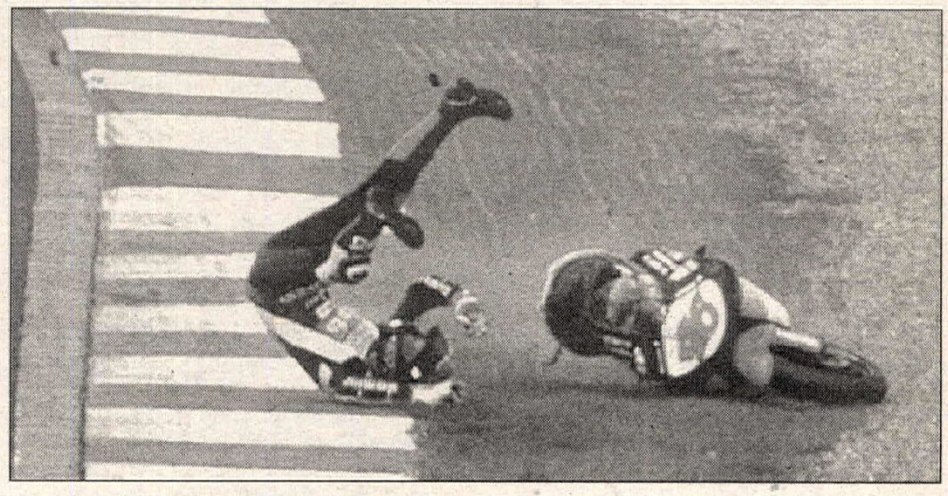
In quick succession, he was followed across the line by Ukawa, FCC Technical Sport's Haruchika Aoki, and Padgetts HRC Shop's Jason Vincent.

UGT3000's Kazuto Sakata extended his championship points lead with a



(Top) The factory Yamahas of Norick Abe (5) and Simon Crafar (11) lead World Champion Mick Doohan (1) in the early stages of the 500cc British Grand Prix. It didn't take long for Crafar to pass Abe and ultimately go on to his first-ever Grand Prix victory.
(Left) Alex Criville (4) holds off Alex Barros (9) in their battle for fourth place. Criville held off the Brazilian to gain some ground on Max Biaggi in the 500cc World Championship. Criville, however, lost some points to third-placed Doohan, who now leads the title chase for the first time all year.





(Above) Biaggi (6) raced with Sete Gibernau (15) until the Spaniard encountered mechanical problems that dropped him out of the race. Biaggi ended up sixth and now trails Doohan by seven points.
(Right) Tetsuya Harada (31) leads the 250cc Grand Prix while his teammate Valentino Rossi (45) gets high-sided from his Aprilia early in the race.

last-lap pass that earned him the win in the 125cc Grand Prix. OXS Matteoni's Mirko Giansanti was his victim, dropping the Italian 0.431 seconds back. Third place was where the action was, with Team Yamaha Kurz Aral's Youichi Ui emerging the best of a four-rider battle. Ui had been forced off the track when he was hit by the crashing Tomomi Manako. He battled back with less than three laps to go to take third.

With seven races to go, Sakata leads 15-year-old Marco Melandri of the Benetton Matteoni team, 156-110. Melandri was fourth today, not far behind Ui. He takes over sole possession of second place, with Team UGT3000's Manako slipping to third in the points after crashing out of the lead on the ninth of 26 laps. He leaves Donington Park with 97 points.

500cc GRAND PRIX

Crafar took control of this race on the fifth lap and never looked back. He did look at his pit board, and he saw a number which grew larger with every passing lap. At one point he was adding half a second per lap to his lead, which topped out at 12.047 seconds on the 27th of 30 laps. Doohan had taken some time getting around Abe, and the expected charge was eagerly awaited. It never came, and Crafar was home free, with very little excitement except for trying to baby his tires home in the last quarter of the race.

"I was trying 100 percent at least the first two-thirds of the race," Crafar said. "And even though I saw (from) my board (that) the plus was getting bigger, I couldn't believe it. All I could think was Mick (Doohan) was having trouble getting past somebody and then he would come back in a big hurry in the end, so I tried to make the gap as big as possible because I knew I had a bit of trouble at the end because of the tires - so I just kept going."

Crafar said running out front by himself was mentally strenuous.

"I was having a little bit of trouble concentrationwise," he said. "It was easier for me to keep going 100 percent thinking I had to. The last three (laps) were quite all right because I backed right off. It's easier to have someone pushing you than having a gap like that."

Doohan's race was equally uneventful once he got around Abe. That happened on the seventh lap. Abe stuck to him for a handful of laps, but gradually lost touch in the second half. By then Crafar was too far gone and Doohan knew his tires weren't up to it. He knew it before the race even started.

"When the sun came out, we gambled on a different rear tire," he said.

Honda out, Yamaha in

Red Bull Yamaha WCM's Simon Crafar ended Honda's string of 26 consecutive pole positions by taking his first ever on a cool afternoon at Donington Park. The pole position at Donington Park was the first for Yamaha since Jean-Michel Bayle did the deed in the Czech GP in 1996. It was also the first pole position for Dunlop tires since Luca Cadalora put the British brand on pole at the European GP at Catalunya in 1995. Most importantly, it was the first pole for Crafar and the Red Bull Yamaha WCM team. What no one knew for sure was whether it was the first time a New Zealander riding a Dunlop-shod Yamaha had been on the pole.

In the end, it didn't matter. Crafar did the time on a qualifying tire which the Michelin riders complain they don't have. What they do have, and what they use, is the softest-compound tire available, something Repsol Honda's Mick Doohan tried to fit at the end of the session. But Doohan had badly judged the time remaining, and there wasn't enough for his team to fit a softie at the end of the session - so he had to settle for second behind his fellow antipodean.

"Right through practice, it didn't go as smooth as I would have liked," the 29-year-old Crafar said. "About the middle of the final qualifying session I got to where I was really happy with it and got my times down better, and then come right on in, put on a softer tire, and went out and went faster. I didn't think I'd gone fast enough until I came in."

The pole was something of a surprise, but it shouldn't have been. Crafar has been steadily improving since the Italian GP at Mugello two months ago - he scored his first podium the previous week at Assen - and the Dunlop tires work best in the sort of cool weather that settled on the track today. As to why he was suddenly on pole, Crafar said: "I honestly don't know. I've just been working away at it and trying to improve step by step and, touch wood, stay on and then keep my confidence going, and so far it's working."

He added that he'd had good results on a superbike at Donington.

"The main thing is, again, exactly like Assen, I just want to get a good clean start and get away," Crafar added. "I think it's going to come down to who puts the race together and, as per normal, as good as possible - as consistent also. As per normal, it's going to depend on tire wear."

On that front, there had been progress, he said.

"I didn't know if it would go the last quarter or third of the race (at the Dutch GP), but they did, they stood up to it - not as good as I would have liked. But I think we've still got some work to do in the tire department. But they're really improving; that's the main thing, as long as they keep it going."

Doohan said he thought there was about five minutes to go, but when he pulled in there were just under three.

"When it got to 1:45 to go, and they hadn't had the calipers on yet," Doohan began, "I knew we weren't going to get out and get across the start-finish line, so it was all over, really. It was my own fault. I should have come in a lap earlier."

He finished second, .045 of a second behind Crafar. What he felt was more important was that he was able to run lap after lap at a quick clip.

"We're running consistent 32s pretty much all afternoon really," Doohan said. "I'm pretty happy with that, but we've just got to wait and see what tomorrow brings."

Donington Park, like Assen, is a track Doohan doesn't like. The Michelins don't work spectacularly well, and the bumps seem to cause traction problems.

"People go well here who go well at Assen, and I hate both of them," he said. "I'm always a little bit tentative. I'm not really flicking the thing anyplace. The only place I'm flicking it really is actually in the chicane. As I say, I don't like the white lines here; you can't touch them because they're not white lines, they're corrugated bricks. You hit them and your wheels spin or the front folds."

As for the race, Doohan knew it would be a struggle.

"You can't really break away from people - because of the fast-flowing turns people can just suck back on to you again," he said. "I'm not expecting anything different tomorrow, really. I think it's going to be a race. I think (Norick) Abe has been showing that he's probably the most consistent guy out there, and then Simon (Crafar). Max (Biaggi) is always a dark horse - you never know what he's going to do. I'd say the guys you're looking at now are the guys who are going to be racing for the lead tomorrow."

Third fastest, and keeping up his string of being on the front row for every 500cc Grand Prix, was Marlboro Kanemoto Honda's Max Biaggi.

"The main thing is that it's brand new for me and I knew from yesterday I can improve a lot, so we don't panic," Biaggi said. "I know that I can do it, but it takes time. This is normal. I have only four hours here on this track on 500 and we learn very quick. We didn't have any data from Honda, from nobody. Team Kanemoto has old data from Luca (Cadalora), and it looks not so good for me. So we're going my own way at this time. Luca used longer gear, more corner speed than me, little bit more, so we must go shorter."

Biaggi, who hadn't been near the front row for much of practice, said the difference was an adjustment the team made to stiffen up the rear suspension.

"Until then it had been too soft," he said, "so the bike felt heavy going into turns and changing direction."

Yamaha Team Rainey's Norick Abe was fourth fastest. He might have been faster had his number-one bike been in service the entire session. It wasn't, so it wasn't until the end that he got back on it to set his fast time. Like Doohan, he simply ran out of time.

Abe had been on the front row before, though with only one quick lap.

"This time I make many, many laps," Abe said. "I like this track and I think good for Yamaha bike. Some people tell me Honda has big traction problem, but we don't have big traction problem. We have good traction, so also good for Yamaha."

Repsol Honda's Alex Criville put in a flying last lap. It moved him up to fifth, dropping Team Roberts' Kenny Roberts Jr. back to sixth. Criville was balked by a slower rider late in the lap, otherwise he might have penetrated the top four.

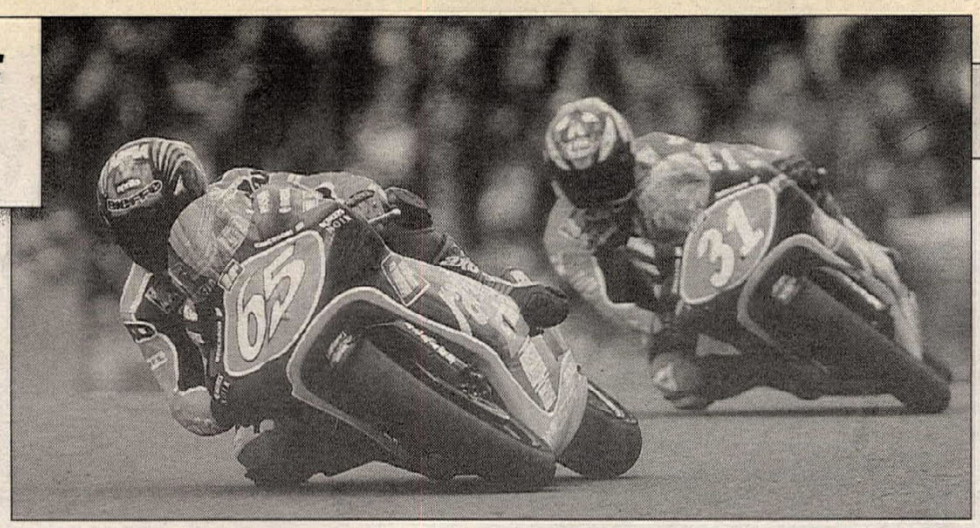
Roberts was next, just .011 of a second behind in his best qualifying effort ever on the Modenas KR3 - despite the fact that he was riding with broken bones in his left foot. Roberts was the lone rider on the KR3, his German teammate Ralf Waldmann sitting the race out with injuries sustained during practice for the previous week's Dutch TT. Waldmann fractured the tip of the radius bone in his right arm on the day before the Dutch TT.

Seventh fastest was Brazilian Alex Barros on the Team Honda Gresini NSR500 four-cylinder, but with a time slower than he'd gone on the Honda V-twin 500 last year. He was off on gearing and steering and it kept him well back.

The lone Suzuki of Nobuatsu Aoki was the eighth fastest. The Japanese rider was not fully recovered from a heavy practice spill which bruised his lower back in the previous week's race; then he nearly crashed again on Saturday. The rear wheel stepped out and he nearly high-sided, after which he came straight into the pits to rest. Afterward, he sought medical treatment.

Crafar's Red Bull Yamaha WCM teammate Regis Laconi led of the third row, his improvement coming due to a change in the front end. Then came Repsol Honda's Sete Gibernau, the V-twin-riding Spaniard losing time in the few stop-start corners behind the pits.

MoviStar Honda Pons' Juan Borja wouldn't get to race. He was riding in place of the injured John Kocinski, then injured himself in a practice crash on Saturday.



The 250cc GP came down to a battle between Loris Capirossi (65) and Harada (31) with Capirossi taking the win when Harada was forced to slow on the final lap.

"We went to a harder compound and then basically it started to cloud-cover. Pretty much from the first lap out of the pits, I said to the guys, 'The rear feels a little bit loose, but it might be my imagination'. And it never got any better. Every time I tried to get on it, it would throw me out of the seat. But I figured the other guys were just as bad on the Michelins, and the harder I tried, the slower I'd go, and the Yamaha was going away."

Doohan said the rear tire he used was the same one he won with last year. The conditions were considerably warmer then, which is what the tire needed.

"I felt like I was being held up a little bit by Norick (Abe), but when I got by I realized that I really couldn't go much quicker," Doohan added. "Every time I tried to go a little bit quicker, it would go away - initially as soon as I'd get on the gas. It would actually just sit there, spinning on the slow turns. So the harder I'd try, the slower I actually went. So it was matter of, 'Okay.' Then I knew my race was with Abe, although try to keep the pressure on Simon. You never know - he could make a mistake - you never give up, but we were in a totally different race today."

Once Abe slotted into third, he was there for the duration. Like Crafar, he was able to edge away until he was a very secure third. By the halfway point he had 2.5 seconds on fourth place and he kept going until his cushion was around seven at the end of the race.

"After the third lap I was, I don't know, second or third," Abe said. "I can't make good lap times because rear tire was easy to slide. So then Simon passed, Mick passed and I can't follow. So not so good feeling. Still, it's the podium this year second time, so I'm happy."

The race for fourth went to the wire, and it was the one worth watching. A pair of Alexes - Criville and Barros, both on Hondas - thought they deserved it. Barros held it for the first 16 laps, then Criville took it back, ceding it again on the penultimate lap. There were other times when Barros was able to get by late in the race, but never at the stripe. Criville's final attack came in the looping left-hand Melbourne Hairpin, the next-to-the-last corner. It would stick, and he would take the spot and the extra points that go with it.

"I did all I could and I gave all I had," Criville said. "The problem was my bad start. I lost a lot of time on the first lap and I had to make all that up. After that, I was lapping at the same pace as Abe but I was too far behind him for it to make any difference. I had some tough fights with Max Biaggi and Alex Barros. I had to close the door on Barros all the time to make sure that he didn't come back at me."

Barros, like many of the Michelin men, had made the wrong choice. The rear tire wasn't up to the task and it was all he could do to stay with Criville. Once the Spaniard was by, he had no answer.

Traction problems also slowed Biaggi. The Marlboro Team Kanemoto Honda rider never got closer to the front than fifth, and attrition would help him land in sixth. The result dropped him to second in the World Championship.

"I had to ride a defensive race," the Italian said. "We made the wrong tire choice, so I had grip problems and within three laps of the start I knew I couldn't run with the guys up front. Tire choice, like everything else in 500s, is a matter of experience and we don't have a lot of that at the moment. We went for what we thought would be the safest tire combination, but it didn't work out like that. The bike was sliding, which isn't always a problem, but when it did slide, I had no control. Also, the suspension wasn't working so well with a full fuel load."

Like Biaggi, Suzuki's Nobuatsu Aoki rode by himself most of the race. Still suffering the ill effects of a practice incident, Aoki found it hard to find his rhythm.

"The problem is, I can't use very much power through my legs, so I have to ride the bike using my arms and upper body only," Aoki said. "That is very, very tiring and I couldn't control the bike as well as I needed to. I was by myself for almost the whole race, so it was difficult to pace myself. I am very happy that the race is over, and considering the circumstances, the position is not so bad."

Red Bull Yamaha WCM's Laconi inherited eighth when Roberts Jr. went out with power-valve problems.

"Three things happened," Roberts Jr. explained. "We're not really sure why. Maybe there was an air leak, but one of the cylinders was running on going into the corners. It did that in qualifying and the morning warmup and got worse during the race. The power valve broke. We knew that. On the first lap around Craner Curves it turned three millimeters. I lost 11 or 12 k's (about 7 mph) on the two straights. I was beating myself up to stay with them. Then the power-valve bracket broke. I could not concentrate on anything but trying not to fall down."

"Unfortunately, I was still suffering with the front end," Laconi said after taking eighth - 14 seconds behind Aoki. "We haven't really got it set up well all weekend, which made the race very difficult. But apart from that, everything is good. If we can get it sorted out, I think I can be right up there."

At some distance behind came the rest of the 15 finishers, all on Honda V-twins. Dee Cee Jeans Racing Team's van der Goorbergh was the first of them, followed by Smart, and Bernard Garcia on the Tecmas Honda Elf.

250cc GRAND PRIX

Harada jumped to the front, followed by 125cc World Champion Valentino Rossi, but not for long. The Italian teenager high-sided his factory Aprilia on the third lap while running in second place.

"I thought I had practiced the corner where I crashed enough, and thought I could get through very fast and maybe get to the front," he said. "There is a bump on the way in, but I knew about it. The only difference was, I had harder tires on and perhaps that's the reason that I crashed so suddenly."

That gave Harada some breathing room until he was shortly joined by Capirossi.

"I had to work through in the early laps because, though I didn't get a bad start, it wasn't so good, and I finished the first lap in about sixth," Capirossi said. "I was pushing very hard to catch up when I saw Valentino fall, so I was more careful."

The two made short work of the field, pulling away with ease. Capirossi took the lead on the seventh of 27 laps and held it until the 24th. Harada sneaked up the inside in MacLeans Corner, a right-hander, and made it stick. He'd tried a lap earlier, only to be repassed on the exit by Capirossi.

Now it was time to get away, which he tried to do immediately. Capirossi

Briefly...

The **South African Grand Prix** will return to the FIM calendar next year, with the addition of a race at the beginning of the year at a new 2.87-mile multipurpose facility in Welkom in the Free State province's Goldfields region. Speaking at the British GP, where the announcement was made, Webster Mfebe, the Free State Minister of State, said that they had decided to pursue the Grand Prix "because of the economic and social benefits associated with holding such an event. My view is that sport should bring about development where it is needed the most." Mfebe said that one of the challenges is the immense poverty and lack of opportunity "among black people. It is sport that is going to bring about change where it is needed the most, in the area of the gold fields of South Africa. We, as a government, have to ensure that we bring about opportunity of development and better life." Bobby Hartslief, who is the CEO of Phakisa, the corporation which is building the track and staging the event, said that what they've done is incorporate a Las Vegas-style banked tri-oval in the circuit, though none of the banking is used for motorcycles and the road course is not fully incorporated within the 1.5-mile tri-oval. The cost of the project, which includes various layouts as well as other sporting facilities, is about $16 million. The blacktop will be done at the end of September, but the first race will not be until March 27, 1999, and that will be a car race. Hartslief said that they had also had discussions with the Indy Racing League and NASCAR. What he envisions for NASCAR is not bringing over the current Winston Cup drivers, but to create a sort of NASCAR South Africa, with a special interest in truck racing.

The rash of injuries in the 500cc class continued in Britain, with Team MoviStar Honda Pons being the most snakebitten. **John Kocinski** decided not to come to England after suffering finger injuries during practice for the previous week's Dutch GP. From his home in Modesto, California, Kocinski called a Spanish journalist at Donington Park to say that he hadn't yet had a skin graft on his finger. It would be done early the next week, he believed. He also said that he wasn't sure if he would be able to ride in the Suzuka 8 Hours race on July 26. On Friday, **Carlos Checa** was forced out of the British GP when he crashed in Friday morning's practice session, suffering internal injuries. The Spaniard was taken to Queen's Hospital, where his spleen was removed. Checa took a turn for the worse on Sunday evening. He developed a blood clot on the spine with severe complications and there were fears of possible loss of sight and the possible loss of use of the left side of his body. His parents were being flown in by private plane on Sunday night.

Juan Borja, the Spaniard riding in place of Kocinski, crashed about 15 minutes before the end of qualifying, breaking the middle finger of his left hand and dislocating his shoulder. That put him out of the race. Team owner Sito Pons unintentionally insulted his rider. "Juan did what we expected from him. Because he is a fearless rider, he wanted to demonstrate his value. We are not disappointed, although we feel bad not having any bike on the track tomorrow." Checa's injuries will keep him out of the July 19 German GP at the Sachsenring. Borja doesn't know if he'll be fit.

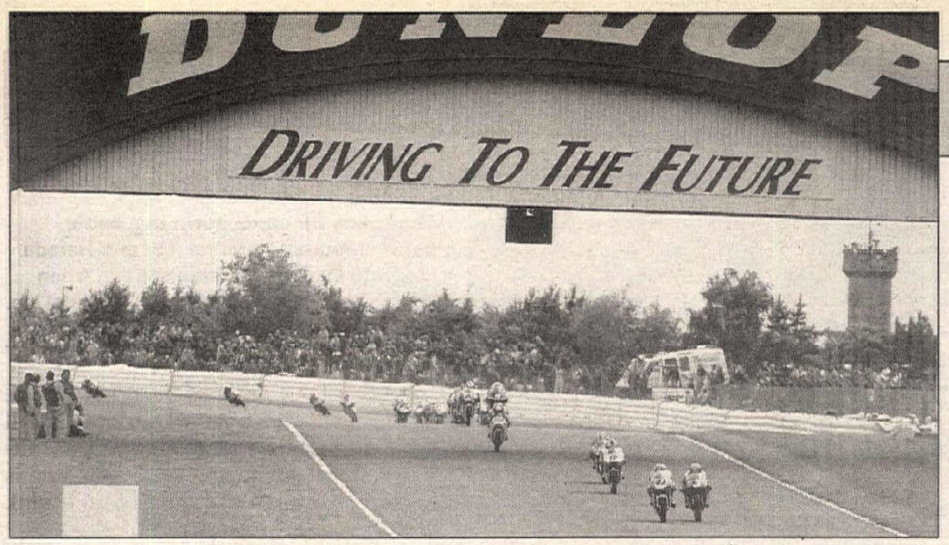
Repsol Honda's **Tadayuki Okada** also missed the British GP, and will also miss the following German GP due to injuries sustained in a practice crash the previous week in Holland. The Japanese rider tore ligaments when he twisted his right ankle. Though he came to Donington, he quickly discovered he couldn't sit comfortably on the bike. He left for Japan on Friday afternoon to rest in advance of testing the Suzuka 8 Hours bike. "I crashed again at the last race, in Holland, and I injured my foot," he said. "HRC are really counting on me to win the Suzuka 8 Hours endurance race. They are not willing to have me risk another crash at either this Grand Prix or the next one, in Germany. Also, this rest will give me the time I need to fix my physical condition in time for the 8 Hours race. I go back to Japan today. There, I will be doing everything I need to do to improve my condition."

Yamaha Team Rainey's **Jean-Michel Bayle** decided the Tuesday prior to the British Grand Prix to sit it out, according to team owner Wayne Rainey. Rainey also said that Bayle would sit out the German round and would be replaced by veteran Yamaha test rider Kyoji Nanba, the 35-year-old Japanese who started the season for the Rainey team. "Jean-Michel is much, much better now and he wanted to ride at Germany, but I want him to do a two-day test to get confident on the bike before he races," said Rainey. "Nanba could be good in Germany on a track that no one knows. I won't be there because I'm going back to the States now to relax. I'm going to get back in my kart, and to try water-skiing for the first time, and then I'll be back for Imola."

Swiss rider **Eskil Suter**, newly recruited to the MuZ team, decided to skip the second qualifying session and nearly sat out the race after crashing in Friday's timed qualifying session. Suter chipped a bone in his left wrist and hoped that taking Saturday's session off would give him time for the injury to heal. He'd tried riding in the untimed morning session on Saturday, but was two seconds off the pace. "It is not so much the pain that slows me down, but it is very difficult to reach and control the clutch lever with a hand that's swollen," he said. In the race, he had an exhaust-valve problem on the lower cylinder pair of the MuZ 500, and spent a great deal of time in the pits having it repaired. He went back out for 10 laps before deciding that the pain in his left wrist was too great.

Australian **Garry McCoy** finished 13th after crashing his Shell Advance Honda V-twin in a 120-mph corner and then remounting. "I pushed down hard with my knee to get the bike back up through Craner, but then I was on the grass and I didn't dare hit the brakes," he explained. "I nearly wiped out the 100-meter signs and I could see I wasn't going to stop. I just went headfirst into the barrier. My mouth was full of stones and stuff."

Suzuki team manager **Garry Taylor** said he thought the team would continue with one rider, Nobuatsu Aoki, for the German Grand Prix, with the possibility that Katsuaki Fujiwara would be fully recovered from his preseason injuries to join the team for the first time at the Czech GP in Brno.



wasn't having any of it and on the final lap was right there when Harada slowed in the downhill Craner Curves, early in the lap.

"This was a perfect race for me," Capirossi said.

Harada said he'd dropped behind Capirossi when he began to feel his tires going away, opting to save what was left of them for the late-race surge.

"I'd lost a bit of grip from the tires, but it seemed to get better again, and that's why I took the lead again," Harada said. "I don't know if I could have won without the engine trouble, but I am satisfied I rode a good race until that point."

When Harada crossed the line, he had over 32 seconds on the quartet, which Perugini now headed. Three Honda-mounted riders held third - Perugini, Ukawa, and Aoki. Vincent, also on a Honda, was just off the back after passing QUB Team Optimum's Jeremy McWilliams on the 15th lap. Honda-mounted McWilliams would later say that he was having such bad chatter through slow corners that he was losing time, and he chewed up his tires trying to make up for it.

The trio of third-place riders crossed the line on the penultimate lap with Ukawa fronting Aoki and Perugini. Perugini first passed Aoki on the straight before the chicane, then went after Ukawa. He attacked in the Melbourne Hairpin on the final lap, with Perugini forcing his way into third and finishing .346 in front of Ukawa, who ran wide on the exit.

"During the first laps, my rear tire was sliding a lot and I was close to crashing," Ukawa said. "In the middle of the race it was a little better. I pushed hard and I was able to get third place. Unfortunately, on the last lap Perugini passed me on the straight. I tried to pass him again in the hairpin and we almost touched each other."

Aoki was next, about six-tenths up on Vincent, with McWilliams another 12 seconds back.

Team Semprucci Biesse's Takeshi Tsujimura was eighth, the first of three Yamahas at the bottom of the top 10. Antena 3 Yamaha teammates Luis d'Antin and Jose Luis Cardoso took ninth and 10th, respectively. CN

British Grand Prix
Donington Park
Results: July 5, 1998 (Round 8 of 15)

125cc QUALIFYING: 1. Kazuto Sakata (1:39.294); 2. Youichi Ui (1:39.311); 3. Tomomi Manako (1:39.554); 4. Roberto Locatelli (1:39.917); 5. Mirko Giansanti (1:39.962); 6. Marco Melandri (1:40.114); 7. Frederic Petit (1:40.114); 8. Steve Jenkner (1:40.197); 9. Jaroslav Hules (1:40.220); 10. Masaki Tokudome (1:40.291); 11. Gino Borsoi (1:40.346); 12. Gianluigi Scalvini (1:40.549); 13. Lucio Cecchinello (1:40.626); 14. Angel Nieto Jr. (1:40.829); 15. Yoshiaki Katoh (1:40.910); 16. Hiroyuki Kikuchi (1:41.069); 17. Arnaud Vincent (1:41.089); 18. Ivan Goi (1:41.093); 19. Juan Maturana (1:41.340); 20. Masao Azuma (1:41.348); 21. Emilio Alzamora (1:41.470); 22. Federico Cerroni (1:41.687); 23. Andrea Iommi (1:42.190); 24. Jeronimo Vidal (1:42.489); 25. Christian Manna (1:43.342); 26. John Pearson (1:43.507); 27. Chris Palmer (1:43,547); 28. Leon Haslam (1:44.132); 29. David Mateer (1:44.602).

125cc GRAND PRIX: 1. Kazuto Sakata (Apr); 2. Mirko Giansanti (Hon); 3. Youichi Ui (Yam); 4. Marco Melandri (Hon); 5. Masaki Tokudome (Apr); 6. Lucio Cecchinello (Hon); 7. Gino Borsoi (Apr); 8. Frederic Petit (Hon); 9. Gianluigi Scalvini (Hon); 10. Ivan Goi (Apr); 11. Arnaud Vincent (Apr); 12. Angel Nieto Jr. (Apr); 13. Federico Cerroni (Apr); 14. Emilio Alzamora (Apr); 15. Hiroyuki Kikuchi (Hon); 16. Juan Maturana (Yam); 17. Leon Haslam (Hon); 18. Andrea Iommi (Hon).
Time: 43 min., 48.777 sec.
Distance: 27 laps, 67.5 miles
Average speed: 89.01 mph
Margin of victory: 0.431 sec.
Fastest lap: Lap 7, Kazuto Sakata, 1:39.294/90.636 mph

125cc WORLD C'SHIP POINT STANDINGS (After 8 of 15 rounds): 1. Kazuto Sakata (156/4 wins); 2. Marco Melandri (110/1); 3. Tomomi Manako (97/1); 4. Lucio Cecchinello (76/1); 5. Masaki Tokudome (68); 6. Mirko Giansanti (66); 7. Masaò Azuma (61); 8. Frederic Petit (61); 9. Gianluigi Scalvini (55); 10. Youichi Ui (54); 11. Noboru Ueda (45/1); 12. Roberto Locatelli (33); 13. Gino Borsoi (31); 14. Hiroyuki Kikuchi/Steve Jenkner (29); 16. Angel Nieto Jr. (28); 17. Arnaud Vincent (22); 18. Ivan Goi (20); 19. Jaroslav Hules (17); 20. Yoshiaki Katoh (15).

250cc QUALIFYING: 1. Loris Capirossi (1:34.085); 2. Valentino Rossi (1:34.440); 3. Tetsuya Harada (1:34.570); 4. Tohru Ukawa (1:35.323); 5. Stefano Perugini (1:35.497); 6. Sebastian Porto (1:35.498); 7. Haruchika Aoki (1:35.508); 8. Takeshi Tsujimura (1:35.608); 9. Jurgen Fuchs (1:35.694); 10. Jason Vincent (1:35.698); 11. Jeremy McWilliams (1:35.856); 12. Jose Luis Cardoso (1:36.000); 13. Noriyasu Numata (1:36.009); 14. Luis d'Antin (1:36.534); 15. Johan Stigefelt (1:37.198); 16. Luca Boscoscuro (1:37.233); 17. William Costes (1:37.249); 18. Yasu Hatakeyama (1:37.292); 19. Jamie Robinson (1:37.339); 20. Woolsey Coulter (1:37.343); 21. Ivan Clementi (1:37.401); 22. Roberto Rolfo (1:37.896); 23. Davide Bulega (1:37.992); 24. Julien Allemand (1:38.036); 25. Gary May (1:38.445); 26. Paul Jones (1:38.568); 27. Shane Norval (1:38.621); 28. Callum Ramsay (1:38.836).

250cc GRAND PRIX: 1. Loris Capirossi (Apr); 2. Tetsuya Harada (Apr); 3. Stefano Perugini (Hon); 4. Tohru Ukawa (Hon); 5. Haruchika Aoki (Hon); 6. Jason Vincent (Hon); 7. Jeremy McWilliams (Hon); 8. Takeshi Tsujimura (Yam); 9. Luis d'Antin (Yam); 10. Jose Luis Cardoso (Yam); 11. Noriyasu Numata (Suz); 12. Roberto Rolfo (Hon); 13. Johan Stigefelt (Suz); 14. William Costes (Hon); 15. Yasu Hatakeyama (Hon); 16. Jamie Robinson (Yam); 17. Julian Allemand (Hon); 18. Shane Norval (Hon).
Time: 42 min., 55.085 sec.
Distance: 27 laps, 67.5 miles
Average speed: 94.361 mph
Margin of victory: 5.682 sec.
Fastest lap: Lap 26, Loris Capirossi, 1:34.085/95.55 mph

250cc WORLD C'SHIP POINT STANDINGS (After 8 of 15 rounds): 1. Tetsuya Harada (124/3 wins); 2. Loris Capirossi (115/2); 3. Tohru Ukawa (86); 4. Valentino Rossi (85/1); 5. Haruchika Aoki (75); 6. Stefano Perugini (61); 7. Olivier Jacque (56); 8. Luis d'Antin (52); 9. Takeshi Tsujimura (51); 10. Jurgen Fuchs (45); 11. Jeremy McWilliams (44); 12. Jose Luis Cardoso (42); 13. Mauro Lucchi (36/1); 14. Jason Vincent (34); 15. (TIE) Daijiro Katoh/Roberto Rolfo (25/1); 17. Noriyasu Numata (22); 18. Shinya Nakano (20); 19. Luca Boscoscuro (18); 20. Sebastian Porto (17).

(Above left) A swarm of 125s is led by Tomomi Manako (3) and Youishi Ui (41). The 125cc Grand Prix win, however, went to Kazuto Sakata (4).
(Above) It was a good day for Yamaha in England. Simon Crafar celebrates his win with third-placed Norick Abe.

500cc QUALIFYING: 1. Simon Crafar (1:32.128); 2. Mick Doohan (1:32.173); 3. Max Biaggi (1:32.490); 4. Norick Abe (1:32.613); 5. Alex Criville (1:32.881); 6. Kenny Roberts Jr. (1:32.892); 7. Alex Barros (1:33.150); 8. Nobuatsu Aoki (1:33.394); 9. Regis Laconi (1:33.437); 10. Sete Gibernau (1:33.713); 11. Juan Borja (1:34.079); 12. Garry McCoy (1:34.370); 13. Jurgen van den Goorbergh (1:34.452); 14. Scott Smart (1:34.932); 15. Eskil Suter (1:35.287); 16. Matt Wait (1:36.025); 17. Bernard Garcia (1:36.064); 18. John McGuiness (1:36.094); 19. Fernando Cristobal (1:38.067); 20. Fabio Carpani (1:38.300)

500cc GRAND PRIX: 1. Simon Crafar (Yam); 2. Mick Doohan (Hon); 3. Norick Abe (Yam); 4. Alex Criville (Hon); 5. Alex Barros (Hon); 6. Max Biaggi (Hon); 7. Nobuatsu Aoki (Suz); 8. Regis Laconi (Yam); 9. Jurgen van der Goorbergh (Hon); 10. Scott Smart (Hon); 11. Bernard Garcia (Hon); 12. John McGuinness (Hon); 13. Garry McCoy (Hon); 14. Francisco Cristobal (Hon); 15. Fabio Carpani (Hon).
Time: 46 min., 45.662 sec.
Distance: 30 laps, 75 miles
Average speed: 96.229 mph
Margin of victory: 11.530 sec.
Fastest lap: Lap 14, Simon Crafar, 1:32.661/ 97.124 mph

500cc WORLD C'SHIP POINT STANDINGS (After 8 of 15 rounds): 1. Mick Doohan (135/3 wins); 2. Max Biaggi (128/1); 3. Alex Criville (126/2); 4. Carlos Checa (106/1); 5. Simon Crafar (75/1); 6. Norick Abe (67); 7. Nobuatsu Aoki (65); 8. Alex Barros (58); 9. John Kocinski (43); 10. (TIE) Tadayuki Okada/Regis Laconi (37); 12. Sete Gibernau (34); 13. Ralf Waldmann (28); 14. Kenny Roberts Jr. (24); 15. Garry McCoy (23); 16. Jurgen van der Goorbergh (22); 17. Noriyuki Haga (16); 18. Kyoji Nanba (15); 19. Scott Smart (10); 20. (TIE) Yukio Kagayama/Luca Cadalora/Matt Wait (10).

Upcoming Rounds:
*Round 9 - Sachsenring, Germany, July 19
Round 10 - Brno, Czech Republic, August 23

The **Rider's Health Day of Champions**, a multi-activity day and auction, set a new fund-raising record of more than $83,000 the day before the start of the British GP at Donington Park. All of the top riders and team owners took part in the activities, which included track rides, autograph sessions, an open house in the GP paddock, a world-record jump attempt, and a celebrity soccer match. The best-selling item at the auction was Marlboro Kanemoto Honda's Max Biaggi's leathers, which sold for 3900 British pounds - about $6500. The leathers of World Champion Mick Doohan sold for just less, with his Repsol Honda teammate Alex Criville fetching about $1660 for his riding suit. The best-selling helmet was one signed by Wayne Rainey; it went for nearly $1500.

Still hurting from injuries suffered when he crashed at the Dutch TT, Chesterfield Elf Tech 3's **Olivier Jacque** was replaced by fellow Frenchman Julian Allemand in Britain. Jacque broke four bones in his right foot when he was hit by Castrol's Stefano Perugini. Allemand, who is currently third in the European 250cc series, qualified the Honda in 24th and finished the race in 17th in his second-ever 250cc Grand Prix.

Repsol Honda's **Mick Doohan** wasn't shy about voicing his dislike for the Donington Park circuit, though it wasn't because of grip. With the East Midlands Airport next to the circuit, it's often been speculated that the planes leave jet fumes on the surface. "The grip is actually okay here," Doohan said. "I remember (Daryl) Beattie the other year, he used to hate the place on the Honda, but he rode another bike and he said it wasn't too bad. The Honda doesn't really get a lot of feel from this place, and perhaps Assen is much the same - it's perhaps why I don't like the place. The grip's okay, but it's just that you don't get a lot of feel from it, so you're not getting much feedback. With the track temperature being down, you don't get much feel again. So that's the biggest thing. If you go for a hard tire with low ground temperature it'll just tear the tire apart, and vice versa. If you go to too soft, you'll start spinning."

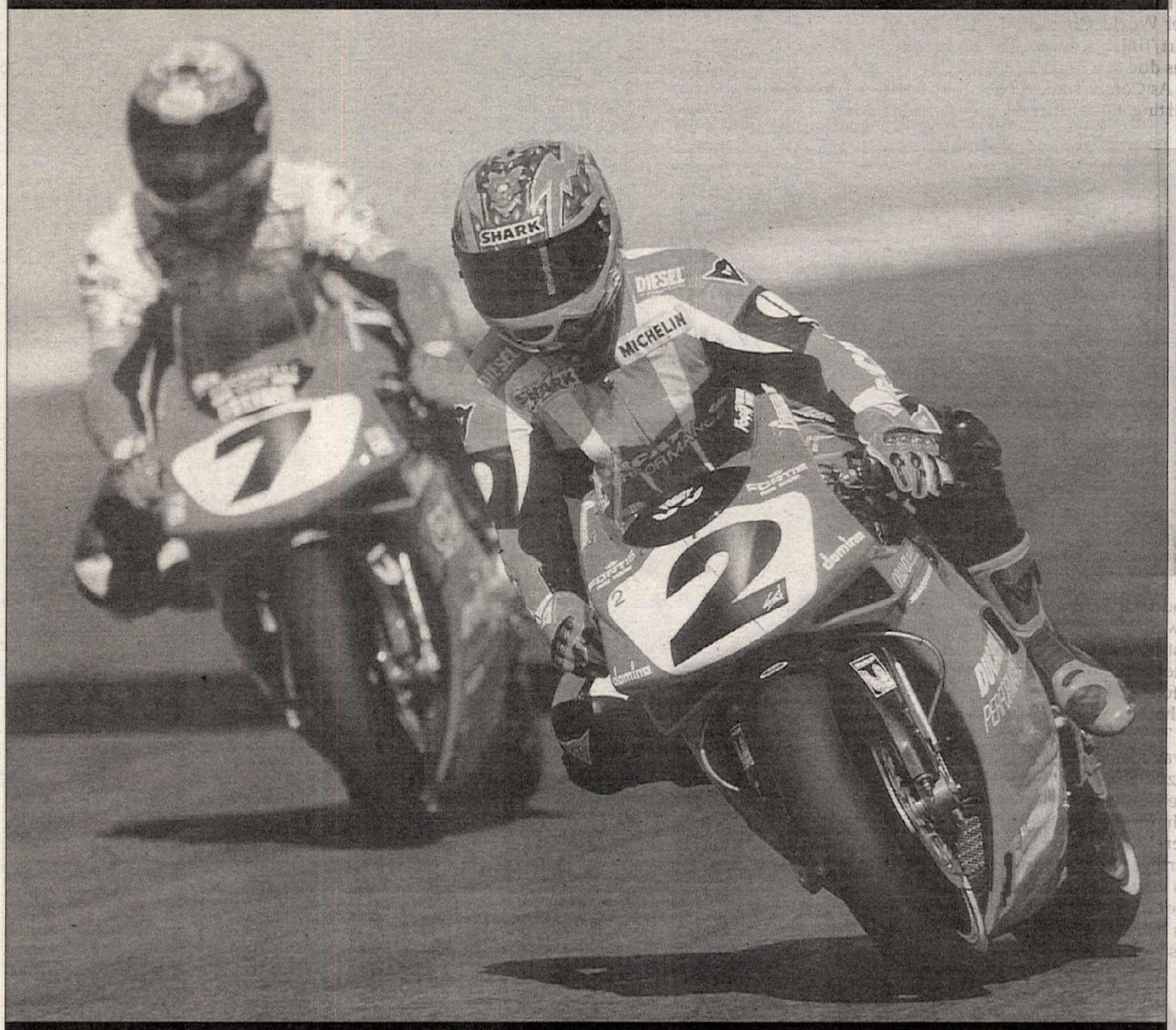
Repsol Honda's **Sete Gibernau** has been out of the points for two successive races following his podium in the Community of Madrid GP in Jarama, Spain. This time he crashed while in sixth place with less than 10 laps to go. "I think I was riding a really good race," the Spaniard said. "Being sixth in front of Max Biaggi is a pretty good showing. The bike improved all through the weekend, and I was feeling confident enough to get a good result in this race. It's a shame that I crashed, but at least I didn't really hurt myself too much. I ran over some bumps and I lost the front of my bike."

Kenny Roberts was noncommittal when asked about the story in Britain's Motorcycle News that he'd met with Ducati to discuss running a World Superbike team. "I can't deny that I met with them or confirm that I met with them," the three-time World Champion said. "It's that simple. The magazine took it upon themselves to think it's all done. I didn't let on to that. And they said, 'We know you have met with them.' And I said, 'Look, I meet with a lot of people. I meet with Honda, I meet with a lot of people.' He just assumed that that's all. It's just his assumption of what went on. This year, I have been saying that I'd like to look at the (World) superbike deal. I've said that for quite a while." As to why he'd consider the move to superbikes, Roberts said: "I'm an engineering company. If I can get into superbikes, it's another branch of my business. And superbikes, in my opinion, are on their way up - and they're doing the things they need to do. It's not competing directly with this class. It's another." What he has in mind is selling parts, which his company builds at their shop in Banbury, to World Superbike teams. "If I had a Ducati team, if I built a Ducati, I could still build the chassis for it. You can still sell that chassis. If I made some modifications, which you can make, I can sell that. If I make a fairing, I can sell that. If I made a wheel, I can sell it. There are things you can do. Here, there's nothing you can. So there's things you can do there - there's nothing you can do here." He also said he hasn't ruled out running a race team in the United States, and that there was no reason he couldn't run all three series - GPs, World Superbike and AMA. It would give more exposure to potential sponsors, he said. He has a sponsorship deal in place with Petronas and Modenas for next year, and wants to see his second-generation engine run and be competitive. Roberts himself will be testing it later this month at Thunderhill Raceway in Northern California. Financial considerations have also caused him to consider closing his dirt track school north of Barcelona. He said he'd contacted a number of companies that had both been involved with and sent riders to the school, telling them that if he didn't get some help, he'd close it at the end of the year. Look for a full Roberts interview in an upcoming issue of *Cycle News*.

Repsol Honda's Mick Doohan spoke more highly of the **Yamaha YZR500** than almost anyone at the track, including the Yamaha runners. "As I've been saying, when somebody's on the thing wanting to win, that's all it takes. You look back to the year Wayne Rainey was racing, the year he was injured - he still won four races in that season and then all of a sudden the bikes died. We haven't done a lot to our bike. Sure, they've refined our machine between last year and this year. I think the biggest ingredient that's been missing for the past few seasons is somebody wanting to win on it. We've seen Luca (Cadalora) change brands and he actually went better on the Yamaha than he did on the Honda. Then he came back and Luca was Luca."

Even though most of the 500cc teams need riders, none seem interested in hiring the mercurial **Luca Cadalora**. After walking away from the Suzuki team after the Dutch GP, in the middle of a two-race deal, Cadalora approached Wayne Rainey at Assen asking to ride the Yamaha which he'd ridden for Rainey in the two races prior to Assen. "It's a bit late," Rainey told him before deciding to bring back veteran Yamaha test rider Kyoji Nanba for the German Grand Prix in two weeks' time. Obviously, Cadalora has no place at Suzuki. And Repsol Honda, which has to do without Tadayuki Okada until the Czech Grand Prix in August, and MoviStar Honda Pons, which has three injured riders, probably won't touch him because of how he treated Honda a few years ago. In 1996, when Cadalora rode for Erv Kanemoto, Cadalora came up short on a budget promise for the leased NSR500s. Because of that, HRC is not likely to hire him in the near future.

Out of Italy



By Johan Vandekerckhove
Photos by Gold & Goose

KYALAMI, SOUTH AFRICA, JULY 5

Ducati, it seemed, had a score to settle. At the last round of the series in Misano - the Italian marque's home track - Castrol Honda's Aaron Slight dealt a serious blow to the red brigade's ego with his stunning double victory on the tight and technical circuit.

Ducati hit back.

Of the available six podium spots on a sunny day in South Africa, five of them were filled by Ducatis. And, as at the last round, one man stood atop two times. That man was Pier-Francesco Chili. As much as the prior round was a disaster for the Italian rider, this one was a conquest, as he rode smoothly, quickly and in control in both races to score the first double win of his World Superbike career.

Both times out, England's Carl Fogarty was the man he had to beat. Fogarty led most of race one, sliding wildly as the race wore on in his attempt to hold the lead, but as his tires went off, so did his pace, and a calculating Chili moved by for the win. Race two was better for Fogarty despite the fact that he was still struggling with handling, though the result was the same: second place.

Spaniard Gregorio Lavilla filled the final podium place in race one with another flash of brilliant riding, though a race-two engine seizure ended his day early.

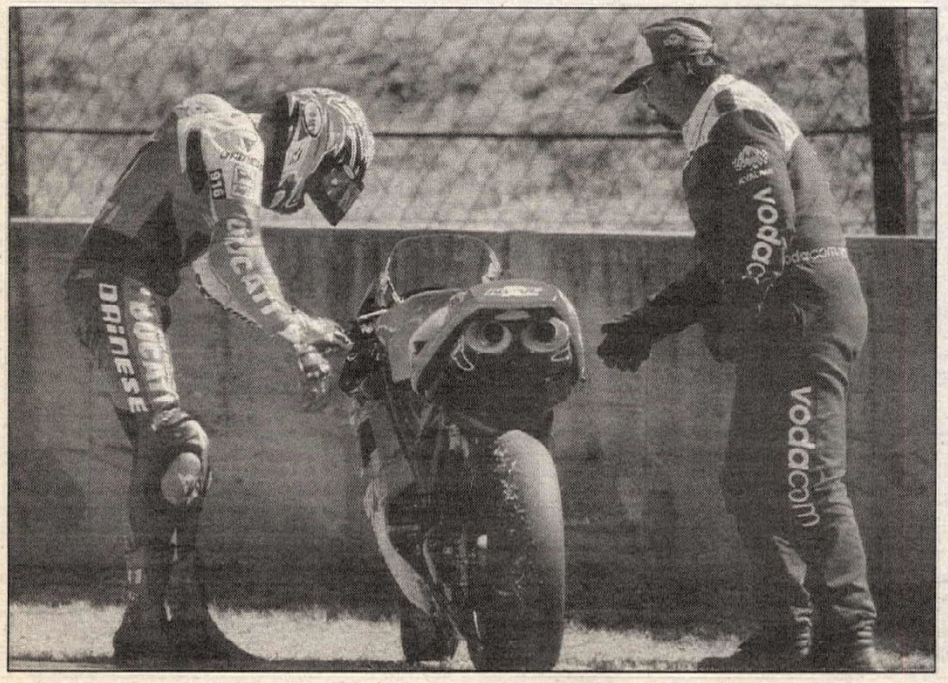
Taking the Spaniard's place on the rostrum in race two was Yamaha's Noriyuki Haga in an equally brilliant ride to third place to spoil the Ducati podium party. Haga at times even looked good for second as he fought tooth and nail with Fogarty, but the Briton held on. For Haga, it marked a return to form after a crash-marred mid-season, and was a solid improvement over his race-one seventh, the result of a slow start at this hard-to-pass-on circuit.

Suzuki's World Superbike team impressed in the first race, with both James Whitham and Peter Goddard figuring strongly in the pack fighting for third, and with Goddard even heading it for a while. Ultimately Whitham's fourth bettered Goddard's fifth, and while the Australian Goddard was able to nail sixth in race two to show reasonable success on the weekend, Whitham ended up on the ground in race two after tangling with Akira Yanagawa, who was trying to avoid the seizing Lavilla.

If there was any Ducati rider who probably felt like he had something to prove in South Africa, it would have to have been Troy Corser. He probably still feels like he does. The Australian had been leading the championship despite the fact that he hadn't won a race. He still hasn't. But neither is he leading the championship anymore. The former World Champion didn't even get a chance to try for a win in the first race as his machine sputtered to a halt with a fuel-delivery problem on the warmup lap. Corser was quick off the line in race two and led the early going, but his tires lost grip and he finished seventh.

By this point, you may be wondering about the Castrol Hondas. The best race result of the weekend for the team went to Texan Colin Edwards II and his race-two fourth - able to hang on to the spot despite running off in the chicane late in the race. It was a marked improvement over his ninth in the first race, as both team riders had struggled that time out. But though Edwards' overall result was better than his teammate Slight's, the Kiwi's weekend turned out to be the more successful. As unlikely as it sounds, Slight's two eighth-place finishes moved him into the championship lead, but he has Corser to thank for that.

Slight now has 210 points to Corser's 209, with the top four riders covered by only 16 points. Fogarty crept up to third place on the strength of his weekend's effort, with 203, while Chili moves to



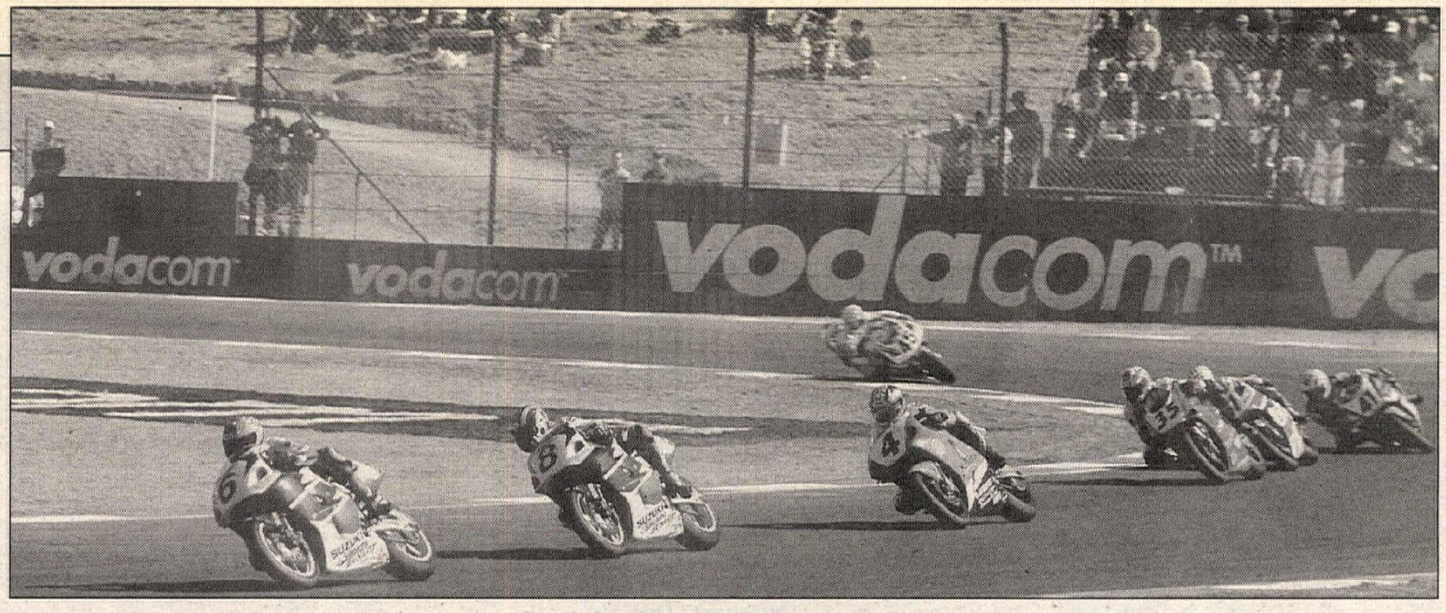
(Above) Ducati's Carl Fogarty (2) and Pier-Francesco Chili (7) were the story of the first-ever World Superbike race held in South Africa. Chili won both legs, with Fogarty second in both.
(Left) Troy Corser saw his championship lead evaporate when his Ducati failed him on the warmup lap in the first race. Corser ended up seventh in the second race and now trails Aaron Slight in the championship.

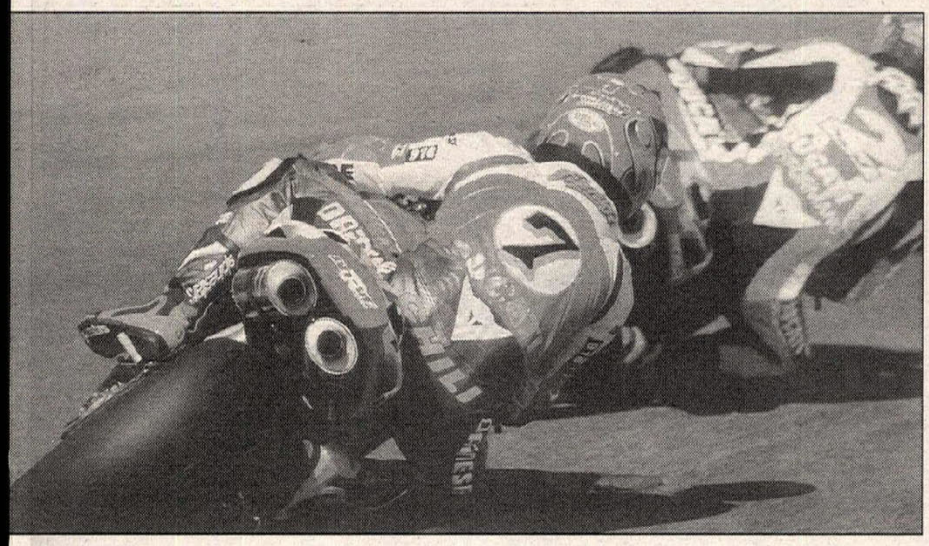
urth with 194. Edwards, third after the st round, drops to fifth with 187.

RACE ONE

Corser's hopes of recording his first ictory of the season were dashed on the armup lap for the first race, when me 38,000 spectators saw the number- Ducati sputter to a halt before the for- er World Champion had reached the art/finish straight. The premature stop as due to a broken fuel line.

As Corser walked back to the pits, the arting lights turned green, and Peter





(Above) The battle for third in the first race featured Peter Goddard (6), Jamie Whitham (8), Akira Yanagawa (4), Gregorio Lavilla (35), Aaron Slight (hidden), Noriyuki Haga (41) and Colin Edwards II (45).
(Left) Chili camped out on Fogarty's back wheel until the final laps of the first leg. In the second leg, Chili pulled away earlier to take his second win of the day.

oddard shot away with the lead, fol- wed by Fogarty, Yanagawa and the st of the pack. The Australian Suzuki der stayed on top for a lap and a half efore being overtaken by Fogarty, who short time later had Chili on his tail.

The two Ducati riders started to get way from the pack, with the surprising uzukis of Goddard and Whitham and e equally astonishing Lavilla just ehind. Also in the early battle for third ere Yanagawa, Slight and Edwards. urther back, Haga was trying to claw s way back up through the field after a oor start, and was initially joined by s teammate Scott Russell and Kawasa- 's Neil Hodgson.

For the next few laps the order at the front stayed the same, but it was a contrast in style. Fogarty remained at the front, throwing his bike around the circuit spectacularly, while in his shadow he was followed by a smooth-riding Chili. Five seconds behind them there was a group of six that Haga joined around the halfway mark. Notable members of this pack were a couple of unusual suspects, in the form of Goddard and Whitham.

The battle for the lead turned up a bit in the second half of the race, with Fogarty getting into more and more trouble trying to keep Chili behind him, while Lavilla and Haga continued to go faster and faster in an attempt to head the battle for third.

With two laps to go, the balance of power finally shifted, with Chili taking over command from Fogarty. Behind them, Lavilla moved to the front of the chasing group, and Hodgson - who had been struggling with brake problems from the halfway stage - had to retire with a blown engine.

Chili stayed in front for the last lap, and Lavilla managed to keep the rest of the pack behind. Whitham, meanwhile, was finally able get in front of his teammate Goddard and claimed fourth, with Haga losing his last-lap battle against his compatriot Yanagawa in a photo finish for sixth.

"I'm glad that I have been able to show that I can win in the dry as well and that I am one of the best riders in the world," joked a very happy Chili after the race. "I saw Carl started to slide from midrace onward, and I decided to stay in second position right until the end. But I couldn't afford to let the distance grow too big, because he had a better acceleration than me."

Fogarty's apparent struggle for grip on the track was confirmed after the race.

"It felt good to lead the race from lap two, and when I saw the pit board telling me that my lead was nothing, I expected to see a whole bunch of riders behind me," Fogarty said. "I looked back, and I could only see Frankie (Chili). We started to move away, but after some 15 laps, the tire went completely. For the first time this season, I used a 17-inch wheel in a race, and that had worked well during practice. But apparently, after some 15 laps, it just tears the tire apart. I'll change back to a 16.5-inch wheel. I tried to keep Frankie back for the rest of the race, but I was really struggling, getting out of shape nearly everywhere. He should have passed me earlier than on the penultimate lap; then I might not have felt so miserable..."

Lavilla, meanwhile, had turned in another astonishing performance, finishing third to beat at least seven factory riders.

"From the first laps, I noticed that the Hondas and the Suzukis were not as fast as my Ducati," the Spaniard said. "The last couple of laps, I started to push hard to get in front. I think I showed today that the only thing I need is extra acceleration power - making up ground on braking is a very tough job."

Chili starts off right

Apart from Peter Goddard and Pier-Francesco Chili, not one of the top World Superbike riders had ever been to the Kyalami circuit, and even the two who had had only ever ridden on the "old" track that didn't include the new chicane. Most of the first free practice session on Friday morning was spent spinning and sliding around a lot because of the dirt on the surface. But as practice wore on, a clean racing line was swept free and the only two challenges the riders were faced with were the many bumps and the fact that the twisty Kyalami track turned out to be difficult to learn.

Troy Corser, who is making himself a name as a Superpole specialist, topped the charts for most of the weekend and ended regular qualifying on Saturday afternoon with the fastest time.But when it came time for one hot lap, it was Chili who took his first Superpole of the year.

"This is not an easy track to go fast on straight away," the Italian said. "But I am happy enough with the way things have gone up to now. During my Superpole lap, I had some problems with the rear shock, but I'm sure that the team will find a solution for that tomorrow. Apart from that, things should work out fine for me, even though I have never been a big fan of very slow corners and chicanes like the ones we have found here."

Despite not taking the pole - something he's done four times this season - Corser still showed his speed and put himself second on the grid.

"I have a good setup for the race," he said. "And that is very important on this track, because you can't afford to have an ill-handling bike on this bumpy track. During my Superpole lap, I had problems with the low sun in some corners, but the race won't be run this late tomorrow, so I don't expect problems from that side."

Carl Fogarty was the third Ducati rider on the front row, in the fourth just behind Kawasaki's Akira Yanagawa.

"Actually I lost a lot of time yesterday, when the engines did not have any power for one reason or another," Fogarty said. "We first thought that that was due to the high altitude the circuit is located at, but during the first qualifying session, the other riders turned out to be quicker. Only on Friday evening, the mechanics noticed from the telemetry data that the engine was not running as it should have. I wouldn't have lost this time if we had had two riders in the team. But as it turned out, I started today with one day back on the other riders. Only during the warmup for the Superpole did we come up with a good setup - which is basically what has happened for the last couple of meetings. On my Superpole lap, I lost some time due to the gearing, which still isn't perfect."

Yanagawa spoiled the Ducati party by turning in a Superpole time an amazing seven-tenths faster than his regular qualifying time. Even more impressive was the fact that he was 0.2 of a second down on Fogarty at the second split, but made everything and more up on the downhill Mine Shaft section to the checkered flag.

"I have enjoyed riding the last third of the track all weekend and I knew from my split times that I could make up time here," said the 26-year-old Japanese rider. "That made up for a front-end slide that I suffered at one of the first corners. I was really lucky to save it, even though I was almost blinded by the sun, which was low in the sky at the end of the back straight."

The Honda boys, Aaron Slight and Colin Edwards II, had to settle for fifth and sixth after having shown their traditionally strong performances during the free practice and regular qualifying sessions.

"I'm disappointed not to be on the front row," Slight, who qualified fifth, said. "The Superpole gives you one lap; some weeks you go up a row on the grid and other weeks you go down a row. This week I suppose it was my turn to go back to the second row from the first. I did my best qualifying time on a race tire, so I'm not too worried about tomorrow. Of course, the Ducatis will be the biggest problem, but I know that I am as fast as those guys on the second section. Another worry might be tire wear during the races, but I guess that will be the same for everybody."

Colin Edwards II finished sixth after maintaining second place throughout the two days of practice.

"I noticed from day one that the track is very bumpy, and that we wouldn't get the bike perfect," Edwards said. "It'll be a matter of not getting off the ideal racing line tomorrow, in order not to be caught out by some unknown bumps. During my Superpole lap, I thought everything was going smoothly, but I must have lost a lot of time in the first part, which I couldn't make up for later."

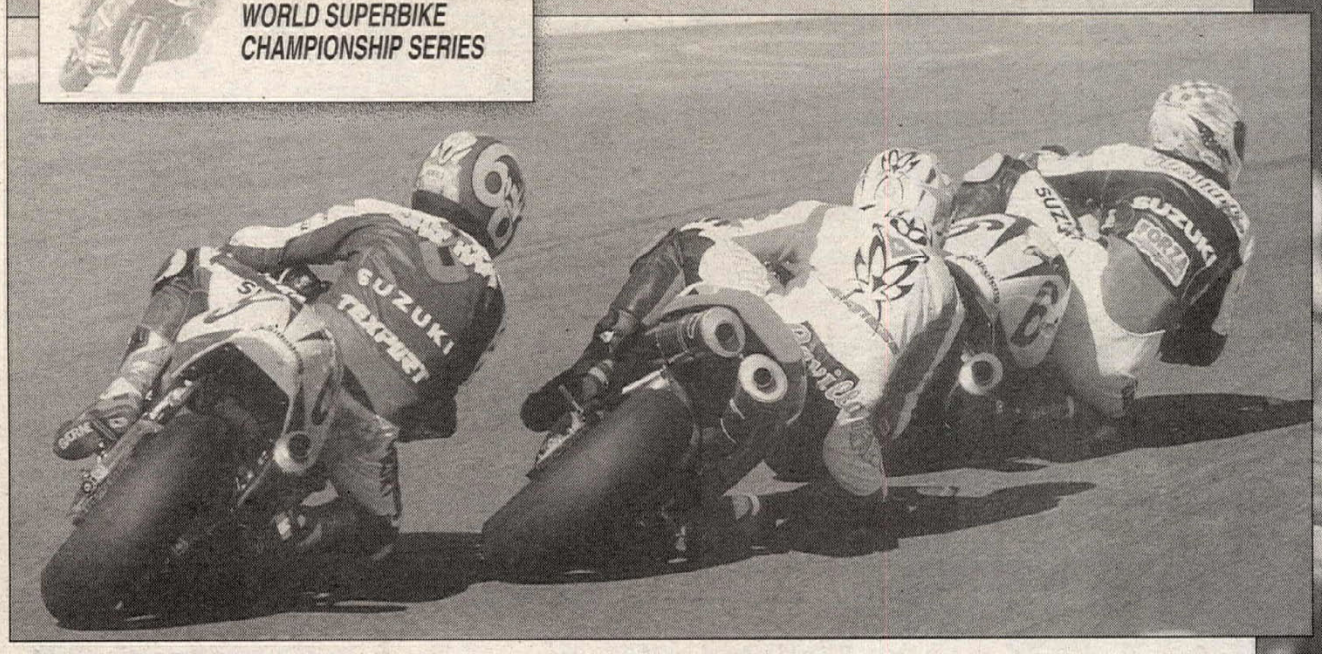
Ducati rider Gregorio Lavilla and Suzuki's Peter Goddard filled the next two spots on the second row. Following a pair of superb performances in the pre-Superpole warmup, hopes were high that Goddard and teammate James Whitham could score their first front-row placings, but minor errors meant that both riders lapped marginally slower in the all-or-nothing one-lap dash.

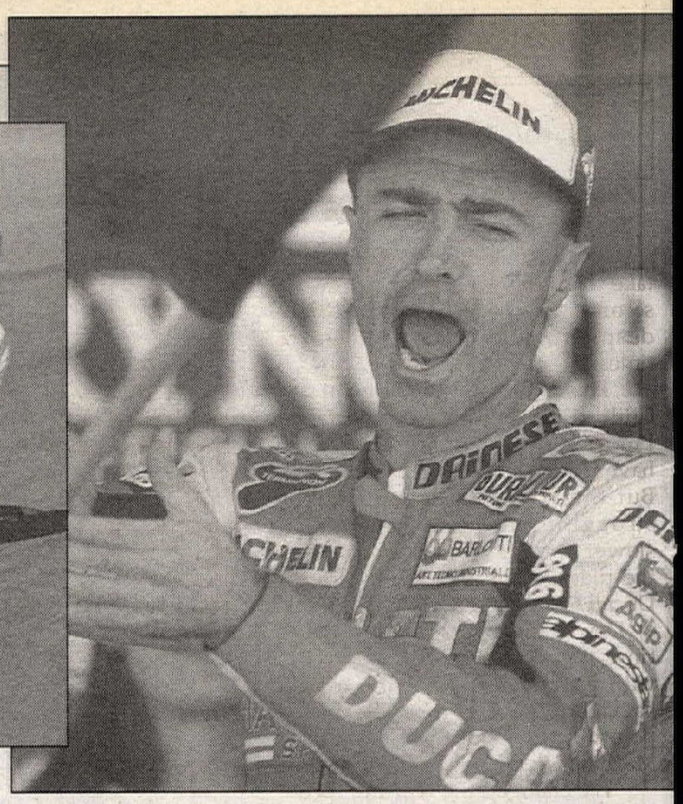
"I completely messed up one corner and I am sure that cost me a couple of tenths," Goddard said. "I thought I had changed into neutral and by the time I had stamped it into gear, I had missed the apex of the turn. Apart from that, I was not too unhappy with my lap and it is good to be starting from the second row for the second race in a row."

Scott Russell qualified 12th and was last factory rider on the grid after having put in some impressive performances on the first day, when the track was new to everyone. Russell improved on his best time during Superpole but not to the extent that his teammate Noriyuki Haga, who was starting ninth, had.

"The bike is just not feeling the same," Russell said. "I thought I was going in the right direction with my setup but it just ain't happening. I swapped from one bike to the other to speed up the changes, but it didn't work. I'm very disappointed at the moment but I'm going to try two new combinations in tomorrow's warmup. Maybe I've also got to try and experiment with a few new lines. The surface is rough in some points and it gets the bike out of shape, especially in the early section of the track and it's here that I'm losing most of my time."

Russell had been flying on the first day, after having found out during pre-Suzuka tests in Japan the week before that he had been riding the bike too stiff.





(Above left) Peter Goddard leads Gregorio Lavilla and Jamie Whitham in their battle for third place in the first leg.
(Above) Pier-Francesco Chili seems to be getting better with age. The Italian won for the fourth time in the 1998 World Superbike season; it was also Chili's first-ever double win.

Whitham finished fourth, his best performance of the season, while Goddard crossed the finish line in fifth after having led the chasing group for most of the race.

"When you are at the head of a group like that, you have a great big target on your back and everyone is out to get you," Goddard said. "I knew someone would have a go and when Lavilla made his move, I waited a lap then tried to pass him back at the Mine Shaft, only to have James dive up the inside and take me."

Slight and Edwards finished at the back of that group, claiming eighth and ninth, respectively.

"I made a really bad start and you can't afford to do that, especially around here," Slight said. "Then I suffered brake trouble from the second lap onward and it was just a battle to get to the checkered flag. I had either no brakes or they would lock on as I tipped into the corner."

Eighth place did, however, offer him first place in the point standings, with two points more than the unlucky Corser.

Edwards finished ninth in the race after suffering from a lack of grip from his rear tire for most of the race.

"The bike felt so different to how it felt in this morning's warmup," the Texan said. "I had a lack of traction. I basically made the wrong tire choice. It was not my greatest start, but the rear tire really slowed me down later in the race anyway."

Scott Russell had to settle for 10th, unable to follow his teammate Haga, who had clawed up to seventh after a poor start.

"I had a lot of vibrations coming from the bike all around the circuit and it made it hard for me to see," Russell said. "I haven't got the bike sorted out properly and it seems like I've got nowhere all weekend. I couldn't change my lines either, because the bike wasn't steering well with the vibrations. I fought with it and did manage to do some of the fastest times I have done all weekend, but it's not enough."

RACE TWO

Desperate to get his championship lead back, Corser dashed to the lead in the second heat. This time the Ducati challenge was even more obvious than in the first race: For seven laps in a row, the three red factory riders were showing the way, with Corser leading and Fogarty and Chili battling it out behind the number-11 bike.

Behind them, things went very wrong on lap five, when Lavilla's engine seized. Yanagawa just managed to avoid him, but in his effort to keep from hitting Lavilla, the Japanese rider couldn't help pushing Whitham into an impossible situation, with Slight following too closely to avoid crashing as well. Lavilla was down for the count, but both Whitham and Slight remounted after dragging their bikes out of the gravel pit, though Slight was the only one to finish the race as Whitham pulled off a few hundred yards later.

After seven laps, things finally changed up front as Corser started losing ground rapidly on his sliding tires. Chili took command, with Fogarty still hanging on as Haga, Edwards, Hodgson, Yanagawa and Goddard were in hot pursuit. Russell, meanwhile, was way back and soon got company from Slight as the Kiwi tried to recover from his spill.

Chili's lead grew more slim as the laps ticked off, with both Fogarty and Haga gaining ground on the Italian while Edwards, Hodgson and Yanagawa dropped back and into their own battle over fourth.

In the final five laps, the top three were strung nose to tail with Chili just keeping the lead, though it appeared that either Fogarty or Haga might make a move at any time.

The battle for fourth heated up as well, but it was now without Kawasaki rider Hodgson, who parted company with the group, once again as a result of a technical problem.

"I had the same problem as in the first race," Hodgson said. "The engine just spluttered to a halt, but I was at least able to stop safely in the gravel trap."

Though Hodgson was gone, Yanagawa and Edwards were still left in the battle for fourth, which was further spiced up when Edwards overshot the chicane, though he managed to get back on track without losing the spot.

Briefly...

For the first time since 1992, the circuit of **Kyalami** hosted a World Championship motorcycle event. At one point, the best **lap times** were hovering around 1:39.5, but at the end of the year, Formula One safety inspectors asked the circuit owners to build a chicane in order to get the speeds down. Cars raced there once more, in 1993, and then turned their back on the venue as well. As a result, a very slow chicane was added before the start/finish straight. The best World Superbike riders turned in times of around 1:45 with the new chicane. Most riders liked the layout of the track and only complained about the bumpy surface and the fact that the track is surrounded by hospitality and other buildings, which makes it difficult for them to concentrate on their braking points. The Kyalami organizers hope to host a Formula One car race in 1999 as well. In the meantime, the national Welkom circuit, about 220 miles southwest of Johannesburg, is being prepared for a possible return of the Grand Prix circus. According to insiders, the owners' projects to combine the road race circuit with an oval and some other infrastructure improvements will have serious effects on the security compromises that will have to be struck before the Welkom circuit can be homologated for Grand Prix use.

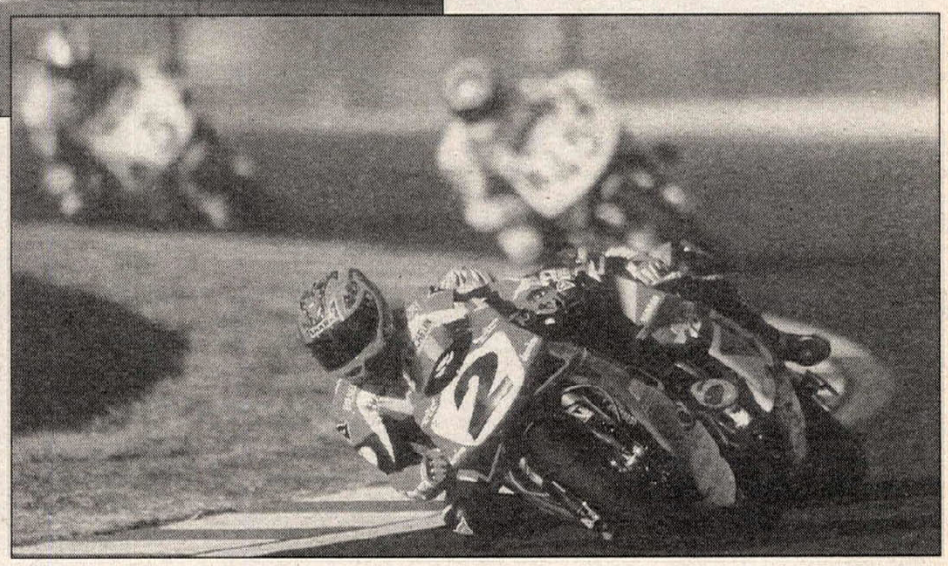
To cover the first World Championship motorcycle race at Kyalami in some five years, South African television used no fewer than **27 cameras** (a record in its history of covering outdoor events), including the on-board cameras of Peter Goddard and Colin Edwards II.

New Zealander **Andrew Stroud** is having a lot more trouble than he expected in his first season running a team - a team for which he is his own rider. At the end of last year, the BEARS specialist was believed to have bought one of the Doug Chandler bikes. When he put the bike on the dyno just after the final AMA round at Las Vegas, the engine dropped a valve, damaging many of the essential internal parts. After being fixed by Rob Muzzy, the bike was taken to Australia and - after a disappointing national race - was put back on the dyno. There it showed about 135 bhp. "We had to replace the cylinders, pistons, valves, crankshaft, etc., with kit parts," the Kiwi said on the first practice day in Kyalami after having scored his best results of the season (14th and 15th) in Misano two weeks earlier. "I am definitely learning a lot this year. This is the first season I am running my own team, and it turns out to be pretty difficult to concentrate on racing and not being confused by all the other stuff around it. But the biggest problem is of course the lack of power. You really need 150 bhp at least to mix it with the best privateers. On top of that, my spare engine blew in Monza, so I have to try to get to the end of the season with this one bike. Fortunately, we get good prices for the parts from the New Zealand importer."

Carbureted bikes such as the Yamaha YZF, the Kawasaki ZX-7 and the Suzuki GSX-R were up to an extra challenge compared to the injection-fed Ducati 916 and Honda RC45. "The high altitude the Kyalami circuit is situated at (some 5200 feet) does not make things easier," admitted Fiorenzo Fanali, chief mechanic of the works Yamaha team. "But we should not overdramatize this. The atmospheric conditions might cost the YZF some five bhp, but that is about the same thing for all the carbureted bikes - except that the injection bikes lose some (amount) less power. The bike also feels slower than on lower circuits. We can compensate for it partially by changing the ignition timing and the carburetion settings. On the other hand, the oxygen content of the air is only one of the many elements the so-called kappa value is made up of and which we use to calculate the perfect engine tuning. But we will never get it as good as the injection bikes that use sensors to modify the engine characteristics constantly." Harald Eckl, team manager at Kawasaki, had more or less the same story. "The big altitude is especially a problem with two-stroke engines, where you lose much more horsepower," said the former Grand Prix 250cc rider. "I think we lose more than 5 bhp here compared to other tracks, but that goes for almost everybody. I don't have the impression that the gap between the carbureted and the injection bikes is bigger here than somewhere else. We try to compensate for the lower oxygen level purely on carburetion. Like on all other circuits, we try both homologated carburetor sets (39mm and 41mm). We are using the smaller carburetors here, just like we did for instance at the Nurburgring. On the other hand, power is not so important on a twisty circuit like this. Having the chassis set up perfectly is much more vital. Besides, nowadays most riders do not even feel a 5-bhp difference, because of the layout of most circuits - they brake at the same point, reaccelerate at the same point. It is the way the power is spread which counts. The only other possibility we thought about before coming here was to try to develop a higher-compression engine, but on the one hand this might have led to different problems and on the other hand we just didn't have enough time to work on this sort of an engine. For this first visit to Kyalami, we are mainly gathering data which we can work on next year. But as things look now, the high altitude does not seem to be much of a problem."

A few days before leaving Italy, the **Ducati** racing department received the final okay to enter its **new** homologated version of the **916** in the second half of the World Superbike season. The new engine parts and chassis had already been put in the air-transport boxes, as the homologation green light was expected for the American round one week after the Kyalami race and the team would not return to Italy between the two events. The days leading up to the first practice sessions at Kyalami were used to assemble one "new" bike for each of the three factory riders. On Friday, Carl Fogarty, Pier-Francesco Chili and Troy Corser used both of the versions and unanimously opted to use the new engine. "If we had had this engine in the beginning of the season, the results would have been a lot different," said Corser on Saturday morning. "The engine reacts more smoothly to the gas, which makes it much easier to use." According to team manager Virginio Ferrari, the new engine allows more control, with the bike reacting much more predictably in low revs (5,500-6,200 rpm). "On the older engine, the riders often had to keep the engine revving a bit higher," explained the Italian, "which put more strain on the rider, on the frame and on the suspension. The new engine

(Left) Chili (7) pulls clear of Fogarty (2), Haga (41) and Edwards (45) in the second leg. (Below) Fogarty (2) managed to hold off Haga (41) to finish second in the second race. Edwards (45) finished fourth in the second race.



Up front, Chili held fast to his lead to take the win by just over two-tenths of a second, with Fogarty able to take second despite being passed by Haga a few times.

"This is the first time I get a double," Chili said. "Things went perfectly, but I'm a bit disappointed because I feel I have ridden a better race in the first heat. But the whole weekend I have been struggling in the chicane and in the slower corners of the circuit. Those are the places where you just cannot get a Ducati through at a fast-enough pace."

Despite losing to Chili for the second time, Fogarty was still fairly pleased with his results since it has moved him back into the title race after his disappointing results at the German and San Marino rounds.

"We changed the rear tire for the second race, and that went a little better, but just like in the first race, the bike was chattering in the front and the rear," Fogarty said. "This is the first time this year that we have encountered that problem. I even had to change my riding style a bit and get on the brakes earlier and gas it up earlier. But I enjoyed this race a lot, especially the dice with Noriyuki."

The Japanese Yamaha rider came home third, returning to the impressive form he showed at the beginning of the season.

"I'm getting back to full fitness after the crash in Monza and the infection I had at the start of the weekend, so I am looking forward to the rest of the season," Haga said. "I haven't made many changes to the bike since I was last on the rostrum. I enjoyed my dice with Fogarty, but on this circuit it is very hard to pass. I only hope that I did not upset Carl too much this afternoon."

Edwards finished fourth.

"I knew there were not too many places to pass around here so I just had to stay upright for the last few laps," said Edwards. "I almost got it wrong at the chicane, where I just went in too hard on the brakes. Before I knew where I was, I was through the sand. Fortunately, I didn't lose a place."

Yanagawa finished just behind the Honda rider, and Goddard took sixth position.

"The weekend as a whole showed just what progress we have made," the Australian said after having spent most of the race battling for fifth, before losing touch with Hodgson and Yanagawa when he was held up by the slowing Corser. "The bike is the best it has been this year and I have regained my confidence, so the combination of bike and rider is now much stronger and it shows in the results."

Corser finally had to settle for seventh after struggling for grip.

"In the first race, we hadn't had the time to check out which tires were best," the Australian explained. "As the Michelin guys knew that the track temperature would be a bit lower in the afternoon, they opted for a slightly softer tire. I thought I had the same as Frankie (Chili) and Carl (Fogarty), but that was apparently not the case. I should have asked before the start... After five laps, the tire started to slide. I couldn't run into the corners and get the bike to turn. This has been a bad weekend for me, even though I am only one point behind Aaron (Slight), who's the new championship leader. But with a little bit more luck, I could have left this place with a huge points lead."

Slight finished some thirteen seconds behind the Ducati rider in eighth.

"What a bizarre day," Slight said. "Two eighth places was enough to take the championship lead. That is unbelievable. Especially as I thought my race was over when I crashed. I was so lucky to have a machine that worked so I could finish the race."

Russell came home ninth after having lost ground in the "Lavilla incident" earlier in the race.

"I didn't make any changes to the bike and I am very disappointed with the result," he said. "I had the same vibration problem as I did in the first (race) but I was with the big group at the start and the accident just ruined it for me. My season has been full of bad luck and it is hard to keep pulling yourself back up. But I guess tomorrow I will start thinking about the next race and I am looking forward to going home." CN

Kyalami Circuit
Kyalami, South Africa
Results: July 5, 1998 (Round 7 of 13)

QUALIFYING: 1. Pier-Francesco Chili (1:43.803); 2. Troy Corser (1:43.911); 3. Akira Yanagawa (1:44.133); 4. Carl Fogarty (1:44.141; 5. Aaron Slight (1:44.274); 6. Colin Edwards II (1:44.284); 7. Gregorio Lavilla (1:44.373); 8. Peter Goddard (1:44.404); 9. Noriyuki Haga (1:44.688); 10. James Whitham (1:44.726); 11. Neil Hodgson (1:44.800); 12. Scott Russell (1:45.130); 13. Piergiorgio Bontempi (no time); 14. Alessandro Gramigni (1:46.898); 15. Lucio Pedercini (1:46.904); 16. Igor Jerman (1:47.768); 17. Andrew Stroud (1:47.522); 18. Noel Haarhof (1:47.847); 19. Frederic Protat (1:49.173); 20. Clinton Pienaar (1:50.717); 21. Issy Zimmerman (1:53.482).

RACE ONE: 1. Pier-Francesco Chili (Duc); 2. Carl Fogarty (Duc); 3. Gregorio Lavilla (Duc); 4. James Whitham (Suz); 5. Peter Goddard (Suz); 6. Akira Yanagawa (Kaw); 7. Noriyuki Haga (Yam); 8. Aaron Slight (Hon); 9. Colin Edwards (Hon); 10. Scott Russell (Yam); 11. Alessandro Gramigni (Duc); 12. Piergiorgio Bontempi (Kaw); 13. Igor Jerman (Kaw); 14. Andrew Stroud (Kaw); 15. Frederic Protat (Duc); 16. Clinton Pienaar (Duc); 17. Issy Zimmerman (Duc).
Time: 43 min., 45.405 sec.
Distance: 25 laps, 66.046 miles
Average speed: 90.563 mph
Margin of victory: 1.301 sec.
Fastest lap: Pier-Francesco Chili, 1:43.970/91.474 mph

RACE TWO: 1. Pier-Francesco Chili (Duc); 2. Carl Fogarty (Duc); 3. Noriyuki Haga (Yam); 4. Colin Edwards II (Hon); 5. Akira Yanagawa (Kaw); 6. Peter Goddard (Suz); 7. Troy Corser (Duc); 8. Aaron Slight (Hon); 9. Scott Russell (Yam); 10. Piergiorgio Bontempi (Kaw); 11. Igor Jerman (Kaw); 12. Andrew Stroud (Kaw); 13. Lucio Pedercini (Duc); 14. Alessandro Gramigni (Duc); 15. Frederic Protat (Duc); 16. Issy Zimmerman (Duc).
Time: 43 min., 45.115 sec.
Distance: 25 laps, 66.046 miles
Average speed: 90.573 mph
Margin of victory: 0.230 sec.
Fastest lap: Akira Yanagawa, 1:44.151/91.315 mph

WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 14 of 26 races): 1. Aaron Slight (210/3 wins); 2. Troy Corser (209); 3. Carl Fogarty (203/2); 4. Pier-Francesco Chili (194/2); 5. Colin Edwards II (187/2); 6. Noriyuki Haga (168/3); 7. Akira Yanagawa (122); 8. Peter Goddard (92); 9. James Whitham (86); 10. Scott Russell (75); 11. (TIE) Gregorio Lavilla/Neil Hodgson (67); 13. Piergiorgio Bontempi (58); 14. Alessandro Gramigni (38); 15. Igor Jerman (30).

characteristics now also offer a wider margin in situations where we had trouble finding the right gearing in the past."

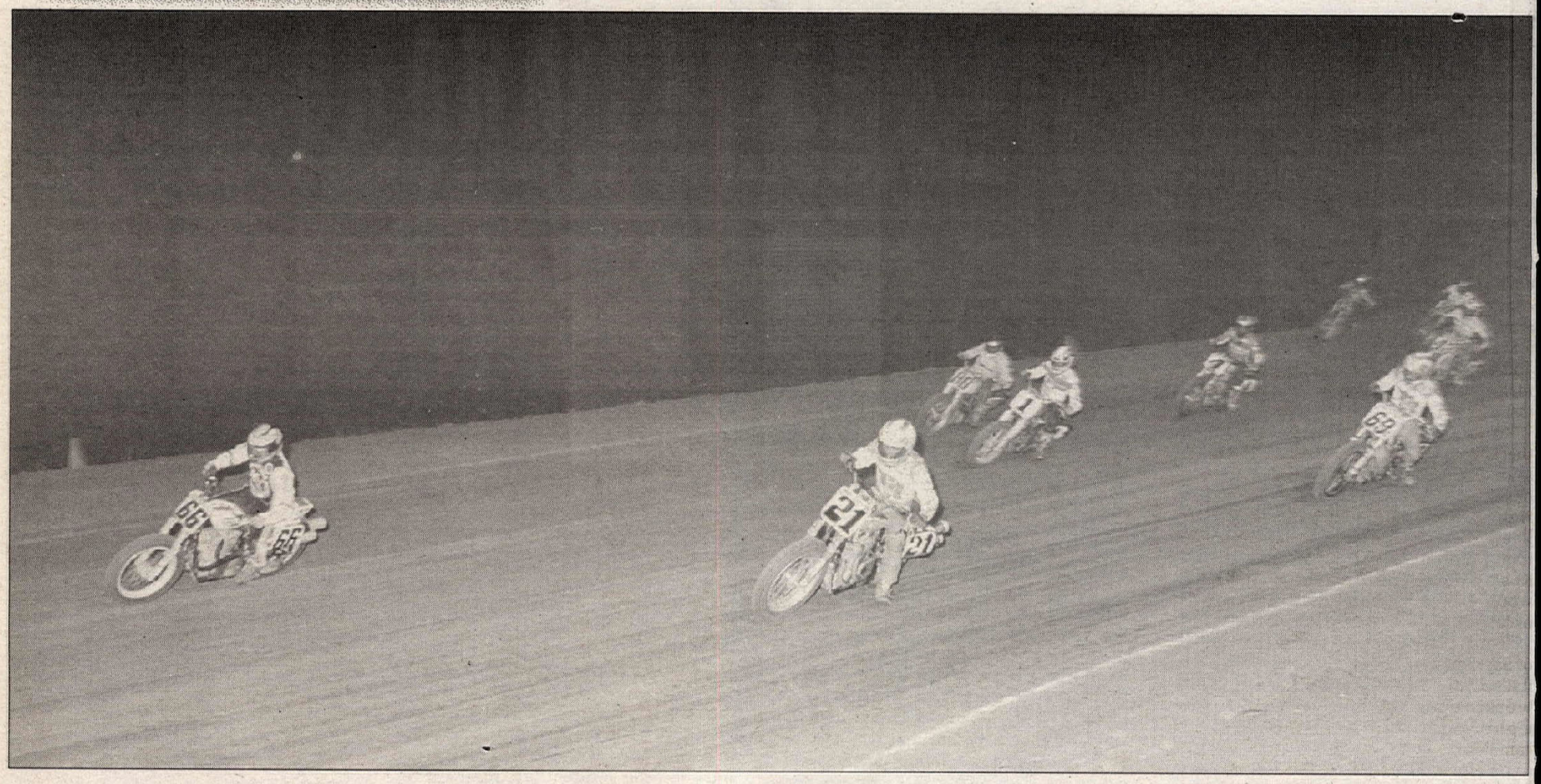
The new version of the red factory bike - which is officially called the **Ducati 916 H1 Fogarty Replica** - is the fifth since the 916 was introduced in dealer showrooms and on the track in 1994. That first version was replaced by the 995 at the end of 1995, to allow for the bigger cylinder capacity. A year later, the "heavy weight" 996 was put on track, in order to comply with the new weight rules (doing away with the weight advantage of the twins). In the beginning of 1998, the H1 was introduced with some minor detail changes, and the fifth version - the Fogarty Replica - was homologated just in time for the second yearly deadline, which came on June 30. Five different versions in as many years is more than the Japanese manufacturers are used to making. And in Kyalami, the Japanese teams came up with their traditional complaints. "The **homologation rules** are just not fair," said one of the factory team managers. "Factories like Ducati only have to make 150 new bikes to get another homologation; the Japanese have to build 500. And next year will be even worse, with Aprilia joining the game." According to FIM technical delegate Steve Whitelock, the Japanese' complaints are not justified. "We have offered the Japanese three times already to change the homologation rules, but they have each time refused," the American said at Kyalami. "Maybe their main concern up to now has been not to lower the homologation threshold in order not to make it any easier for their Japanese colleagues to come up with a new bike." Suzuki and Kawasaki are the most active Japanese manufacturers to homologate their bikes. Suzuki, for instance, had Steve Whitelock come over to Japan at the end of 1996 to homologate a slightly revised GSX-R (frame changes) and at the end of 1997 (for fuel injection).

With the **Indonesian World Superbike** round officially canceled, it is looking less and less likely that the race will be replaced. The Manfeild, New Zealand, venue has apparently been nixed as a candidate - most likely for financial reasons. Both Brands Hatch and the Belgian Zolder circuit were discussed but neither seemed likely, the first for being the third event in Great Britain in one year and the second for the considerable modifications that would have to be carried out to make it comply with FIM requirements. At this point, only Hockenheim remains as a somewhat realistic possibility as a host for the 13th round.

According to Suzuki team manager **Lester Harris**, the **fuel-injected** version of the **Suzuki GSX-R750** is nearly race-ready. Theoretically speaking, the Kyalami circuit could have been a good venue at which to let the bike make its debut, given the particular atmospheric conditions of the track and the advantages these were expected to give to the injection bikes. "Still, we did not consider the possibility to enter the injection GSX-R here for the first time," Harris said. "With the American round only one week later, we couldn't afford to run into trouble here and not have enough time to sort it out for the following race. Moreover, we prefer the Japanese to continue developing the system back in Japan a few more weeks. But I expect the injection bike to make its debut at Austria. We want to give it a go at a few races, so we have enough feedback to start the winter testing program. The development work on the bike is now speeding up. It delivers good power; the main point of interest is now the software side. The Japanese are using their own testing experiences, as well as the racing experience from the American Yoshimura team. The feedback they get from the German importer, who runs its own injection system, serves as a usable benchmark, but we really want to use the Suzuki system. Two Japanese engineers will come over with the new bikes solely to follow the software-development work." Harris also hopes to finalize his negotiations with Suzuki by the beginning of August concerning next year's racing program.

Kirk McCarthy took the Castrol Honda CBR600 out for a spin for the first time during Friday's first free practice session for the Supersport World Series. For the Australian, this was supposed to be the real start of his 1998 season. Originally, the former factory Suzuki World Superbike rider was going to ride on the Shell Advance 500cc Grand Prix team with Garry McCoy, but he was replaced by Juan Borja in January. He started negotiations with the Australian Suzuki superbike team, but another rider was signed. Then he reached an agreement with an Australian Kawasaki superbike team, rode one race for them, then took the fuel-injected Suzuki GSX-R750 for a ride in the first round of the German Open Superbike championship, before going back to Australia to have another ride with the Kawasaki. By that time, disaster had struck at the Honda Castrol Supersport team, and McCarthy was asked to replace the late Michael Paquay. An injury on his family's farm delayed the debut another race, but at Kyalami, things finally fell into place. "After having ridden superbikes in the last couple of seasons, the CBR600 felt slow on the first laps," the Australian said. "But I'll get used to getting the best out of the bike. Compared to the Suzuki, we still lack some speed, but compared to the Ducati, our bike handles better and is good on the brakes and in acceleration. The CBR600 is an excellent overall package and I'm sure that I will be able to get some good results with it this season." McCarthy's supersport experience is limited to some 10 laps aboard a Honda CBR back in 92 and a two-hour endurance race on a Yamaha FZR600 one year before.

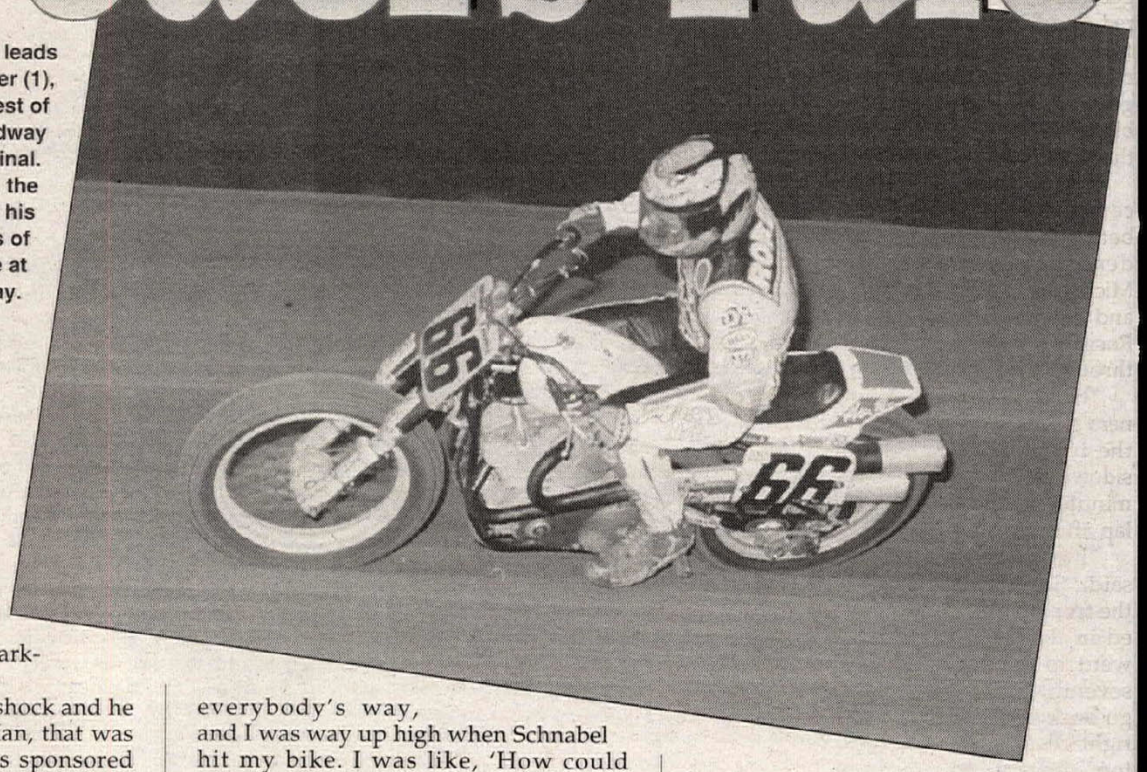
Frenchman **Stephane Chambon** took the second World Supersport win of his career on the Corona Extra Alstare-Suzuki after another dramatic race Italian Cristiano Migliorati had led the first half of the race, but was then called back to the pit for a stop-and-go penalty after he jumped the start. His luckless Swiss teammate Yves Briguet, meanwhile, was recovering in the Clinica Mobile after another crash on the first lap. He was hit in the leg by a local rider in the gravel trap, but was lucky only to have suffered a bruised knee and shoulder. Five laps before the end, Chambon, Fabrizio Pirovano, Kirk McCarthy, Pere Riba and Vittorio Guareschi were still fighting for the victory, but two laps later Riba went down, followed at exactly the same spot and at exactly the same moment by McCarthy, who had apparently been surprised by the Spaniard's crash. This allowed Chambon a small gap and he took the win. Guareschi finished second and Pirovano third.



The Roeders rule

By Dave Hoenig
Photos by Flat Trak Fotos

(Above) Geo Roeder II (66) leads Will Davis (21), Scott Parker (1), Nicky Hayden (69) and the rest of the pack in the New 96 Speedway Half Mile final.
(Right) Geo Roeder II won the first AMA Grand National of his career, leading both portions of the red-flag-interrupted race at New 96 Speedway.



LAKE ODESSA, MI, JULY 4

It's been much anticipated and a long time coming, but Geo Roeder II is finally a Grand National winner. Repeating the feat his father had accomplished eight times in his career, Geo overcame a red flag to lead the restart from wire to wire at the New 96 Speedway.

"I don't know what to say - I feel good," Roeder said. "It'll take a day or two. Everybody always says that, and I think it will."

Roeder's first win came on the rough half mile of the New 96 Speedway - a stock-car track - and not on a cushion track as one would imagine his first win coming on.

"Did you see who won?" said a very happy Steve Morehead, even though he was the victim of a flat tire on lap 19. "Geo put it to them in their back yard. That's great for an Ohioan to come up here and win his first National. I'm so happy for them."

It was a feeling that was shared by almost everyone.

A bizarre turn of events early in the National almost turned the race around completely. Will Davis held the lead through the first four laps, then gave way to defending AMA Grand National Champion Scott Parker. Parker started to pull away, and it looked to be another Parker rout - then there was a puff of smoke and sparks flew from under Parker's seat.

Parker's rear shock was shot, and he slowed drastically. Roeder, who was charging from the second row, had just moved into second when Parker's troubles started.

"I saw Scotty break that shock and he was smoking; I thought, 'Man, that was easy,'" said Roeder, who is sponsored by KK Motorcycle Supply, Mike and Eddie Adkins and Winchester Harley-Davidson. "When I was running second behind him, I knew it was going to be hard to get around him. So that was easier than I thought it was going to be."

It wouldn't end up being that easy, however. As Parker faded back, disaster struck. J.R. Schnabel was charging high out of turn two when he encountered the slowing Parker.

"I figured there was nothing I could do," Parker said. "I was just cruising around, trying to make some points. I wasn't going to pull off until it wouldn't go anymore. I was trying to stay out of everybody's way, and I was way up high when Schnabel hit my bike. I was like, 'How could someone hit me?' I was on the outside. I don't know if he hit a hole or what."

Schnabel crashed hard and the red flag was thrown on lap nine. Schnabel would eventually walk back to the pits under his own power, but he was done for the night.

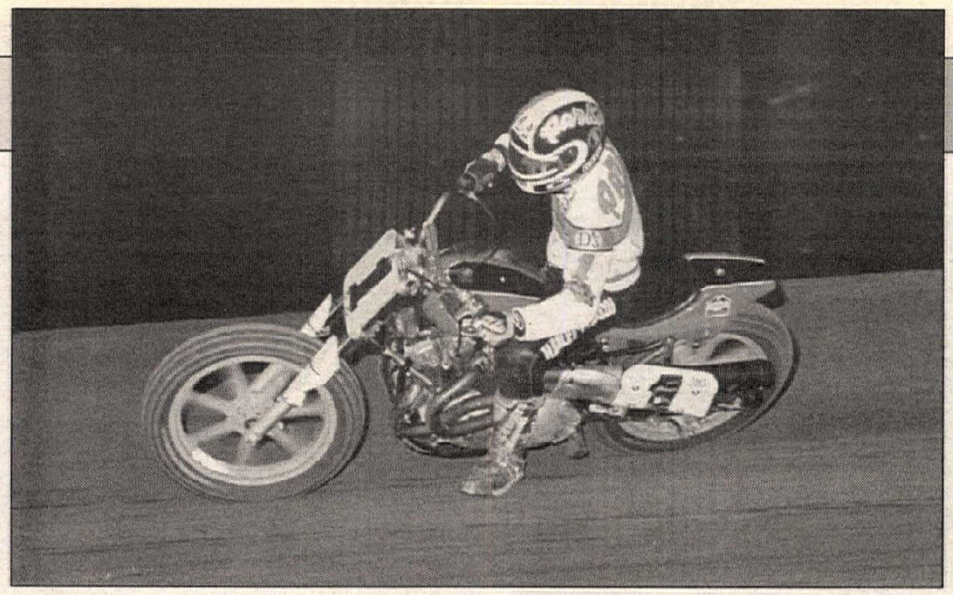
The hair-raising situation eventually put the Harley-Davidson Motor Company/AGV/HOG/Fick-sponsored Parker back in the hunt.

"When I saw the red flag, I stopped as quick as I could in the repair box," Parker said, "so they would have plenty of time to put it all together. The bike had been excellent before the shock broke - we were just cruising."

Roeder had already moved into cruise control as he rode the high line to perfection. Davis had assumed a solid second, while Rich King slipped around Parker for third. The red flag, as usual, would completely change the outcome.

Roeder has been bitten by this snake before. As he returned for the restart, he planned his strategy.

"I looked back and saw Scotty there," Roeder said. "I knew he would be coming. I was just going to go right back to what I was doing when the race was stopped."



At the flash of starter Steve Faraci's green light, Roeder resumed his quest. As expected, Parker quickly carved his way into second from his fourth starting slot.

Parker was second by the 10th lap; then his charge stagnated.

"I was trying to cut off the corner and shorten up the track a little bit, but I was going nowhere there," said Parker. "I tried to cut it down the other direction. I went to the inside going into the corners, but then I lost him (Roeder) coming off. I thought that was the best way to do it, but I tried it for a while and finally I decided to get on his trail and see where it was going. If he was making it work, I should be able to do just as well."

"I knew somebody had to be back there, but I didn't know who," Roeder said. "I kind of figured it was Will Davis or Rich King. Those two guys lined up right behind me on the restart, and I knew they would be pushing the bottom. I didn't know if the top was going to stay there, and I figured somebody would be coming underneath me sooner or later."

Third place went to Harley-Davidson of Sacramento/Phoenix Racing/RC Digital's Chris Carr. Carr had been slowly working his way forward from an eighth-place start when the red flag came out.

"Before the red flag, I was kind of running a mixed bag of lines," Carr explained. "I was running down on the bottom because there was a lot of traffic up high, and I knew there would be the first few laps. That kind of cost me and I dropped back a little ways. I was running low in one and two and high in three and four. The three and four line worked, but the one and two would be good one lap, then not the next. After the red flag I just went to the top and got it dialed in. I think we just didn't have the right setup - we were a little short on gearing, we were running around a lot bigger race track up there. I didn't think the top would last, but it did."

A little deeper in the field, a magnificent three-way war was being waged between Davis, King and Nicky Hayden. The Tom Cummings Racing/Michigan Harley Dealers' duo of Davis and Hayden surrounded King's Corbin Racing Honda as they rode three wide through the turns.

"He'd (Hayden) get through the corners good, just until he would come off the turn," King said. "Then he'd get sideways; it would shut me down for a minute, then I'd go by him. We did that lap after lap after lap."

"I'm pretty happy, I guess," Davis said. "I got a taste of all of it tonight - the front, the back, the middle. We started in the back, went to the front, then went to the back. I'm not happy with seventh; I don't know why I started to go backwards. I don't think we had the right gearing. We geared to run the bottom, then had to go up top. I'm sure 90 percent of the guys had the same stuff I did; we needed to take a tooth off. It's just one of those deals. People can think what they want about the competitiveness of the series. These young guys coming up now are on the gas. Everybody has got real good equipment and they're going fast."

Just a few weeks shy of his 17th birthday, Hayden gave the two veterans fits.

"The bottom was rough, but all night I seemed to be getting around there the best," Hayden said. "I was hoping the top would dry out and everyone would have to move down. The top was smoother, but I couldn't pass up there. I just went down to the bottom and rode through the bumps. It was really a lot of fun; I was getting them in the middle of the turns, but then on the exit they would get back by me. It made for a fun race. I thought I might be able to get by Rich (King) and Chris (Carr) there at the end and get on the podium. Fifth is by far my best finish. The last couple of races haven't been so good. Hopefully we can get back up here every weekend now."

In the end, King and Hayden pulled clear of Davis and closed on Carr. Davis had his hands full with another youngster as USC Racing/Lancaster H-D's Bryan Bigelow came all the way from the fourth row and 17th on the first lap to pass Davis on the last lap for sixth.

Missouri H-D/Dave Burks Motorsports' Joe Kopp had a rocky race and ended up eighth after jumping the initial start.

"I was stuck in the back early in the race because I jumped the start," he said. "I got going pretty good, then just before the restart I got on a roll and was picking them off. After the restart, I just couldn't get going again. I came up on them so quick before the red flag. I thought I was doing the same things after the restart, but I just couldn't get by Hayden. I was trying so hard, but I just couldn't seem to find that same rhythm. At least we finally got a top 10. I think the team is going to come around. Right now, as a team, we're still in a learning process - but we're getting close."

Mike Hacker bounced around on his Saddleman/1-800-FASTHOG/Moroney's H-D Harley before coming home ninth.

"After the red flag, we made some changes that helped a lot," Hacker said. "The bike was working great; Skip (Eaken) had everything dialed in. I guess everybody else was just going faster than me. I was riding the top; I'd rather ride 25 laps up there than 25 laps in those bumps. I wish I could have done a little better, but there's always next weekend."

Even more disappointed was Rose Racing/Schaeffer H-D's Kevin Varnes. Varnes had fast heat time and led the main into turn one, but his race deteriorated down the back straight. Varnes dropped all the way to 12th prior to the red flag. And things were only marginally better after the restart as he dropped to 14th before turning things around and climbing to 10th.

Putting the icing on the Roeder cake, Jess Roeder topped a five-rider battle to take the Harley-Davidson Sportster Performance National on his Miller Electric/Las Vegas H-D/Roeder H-D-backed Sportster. Californian's Shaun Russell, Billy Martin and Gary Rogers closely followed, along with Ohio's Scott Stump.

HEATS

For the second week in a row, Carr was fast qualifier - a second and a half quicker than Roeder's second fast time.

Carr led at the start of his heat race, leaving Davis, Paul Lynch and King to battle over second. By the halfway point, King had clawed his way up to second but appeared to have little chance of catching Carr.

On the last lap, however, King made a big charge around Carr to steal the victory. Davis was a lonely third over Lynch and Dan Butler.

The second heat started out with Roeder leading Johnny Murphree, Jay Springsteen, Schnabel and Dan Stanley. Roeder pulled out a comfortable lead by the midpoint of the race, but his luck would sour when his brake came apart. He was rapidly caught by both Schnabel and Stanley.

Schnabel grabbed the lead from Roeder on lap nine on his Team Powell/Van Beek H-D-backed Harley, but his lead was short-lived, as Gardner Racing/Walters Brothers' Dan Stanley exploded into the lead on the last lap to take the win. Roeder struggled home third while Springsteen led Murphree to the semi.

The third heat was a dandy as Kopp and Parker locked into a race-long war. Kopp got the holeshot and led Parker, Morehead and Bigelow off to a 10-lap battle. Bigelow quickly got by Morehead, but Kopp and Parker were already gone.

Parker grabbed the lead on lap four, only to have Kopp storm back a lap later. Coming down to the white flag, Parker tried to take the lead on the outside coming out of turn four. Kopp withstood the challenge, but it set up Parker's last-lap move. This time he looked high; then he dived to the bottom coming off turn four, just nipping Kopp at the line.

Bigelow was a safe third, but his bike was making the terrible clanking noise of an engine self-destructing. The oil pump had quit and Bigelow would be relegated to his backup bike.

The last heat had Hayden on pole, but it was Hacker who got off the line first, with Paul Morgan right on his rear wheel. He was possibly a little too close as they exited turn two and he ran up Hacker's back and had to shut off. The hesitation was all Kevin Varnes needed and he rocketed into the lead on the low line. Varnes slipped away as Hacker, Morgan and Hayden discussed second.

Once Hayden was able to grab second, he gobbled up ground on Varnes. Just past the halfway point, Hayden started to contest the lead. Despite constant pressure from Hayden, Varnes held on for the win - setting fast heat time in the process. Hacker held Morgan off for the last direct transfer into the National.

SEMIS

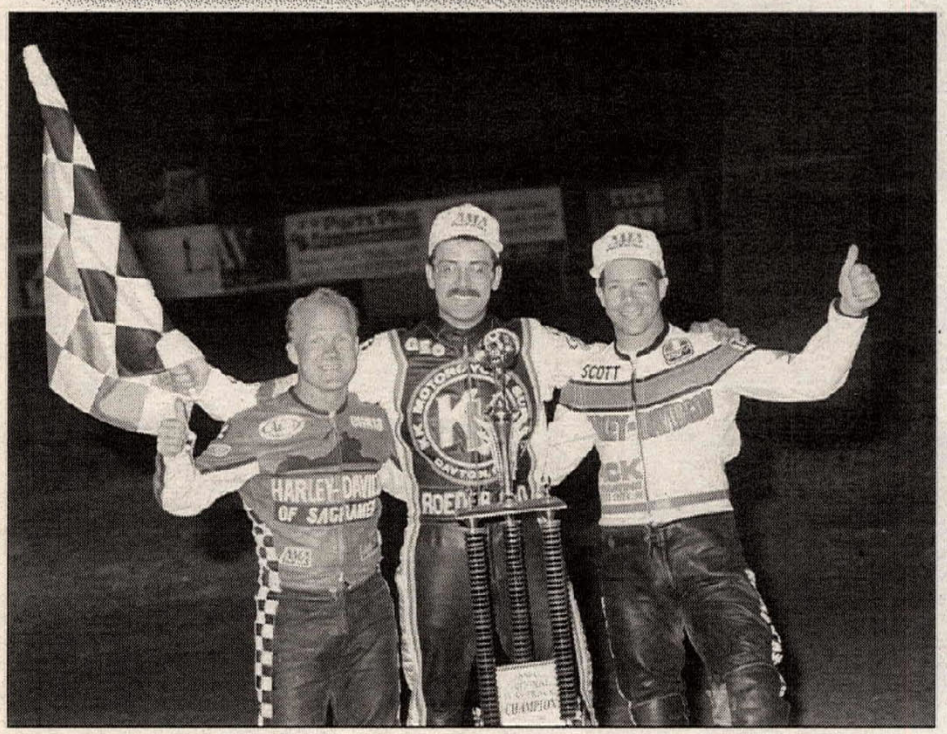
Six starting slots were still available and the three eight-lap semis would do the job.

Morgan put his Coziahr H-D mount out front in the first semi in front of Martin, Butler and Steve Beattie. Beattie and Butler were left to battle it out when Martin coasted to a stop on the back straight. Lap five saw the rim-riding duo catch Morgan and the battle was on for the win.

Butler was in front on lap six, but the white flag found Morgan back on top.

(Above) Scott Parker had luck on his side in the National. The defending Grand National Champion had a rear shock fail, but the red flag allowed him to get it fixed. He then went out and finished a close second to Roeder in the restart.
(Right) Rich King (80) leads Will Davis (21) in the National. King finished fourth, with Davis dropping to seventh.

Round 6: New 96 Speedway



The lap that counted went to Beattie on his Stylemaster Custom Motorcycles-backed Harley. Morgan and Butler finished in a race that was decided by the camera. Morgan was headed into the National, while Butler was forced to pack up.

The second semi saw Bret Beyer first off the line, but it was the Flamingo Lounge Harley of Paul Lynch leading at the end of the first lap. Former Canadian Champion Chris Evans went to the top on his TLC Racing/American H-D Harley and easily took the win. Lynch parked himself on the bottom of the track, well ahead of a four-rider contest over third.

Murphree led the pack that included Shaun Russell, Beyer and Brett Landes. Murphree, Russell and Landes tried the high line to reel in Lynch, to no avail.

The last semi was a classic. Two veterans - Jay Springsteen on his Bartel's H-D/RC Trucking Harley and Steve Morehead on his F&S H-D/KK Motorcycle Supply-backed Harley - pretty much ran away with the race. Springsteen rode the very top, while Morehead was as low as possible. Lap after lap they rode side by side, with Springsteen holding the advantage until the white flag came out - then Morehead made the bottom work just long enough to take the win. Both riders would advance while Jeff Randolph and Danny Koelsch packed up.

GRAND NATIONAL

After some last-minute wheel packing, the National was called to the line. Led by pole sitter Varnes, the front row from the outside consisted of (from the outside) Parker, Hayden, King, Carr (who had originally looked at the spot between Parker and Hayden), Stanley and Varnes. Row two was made up of Hacker, Davis, Roeder, Schnabel, and a blank spot that would have belonged to Bigelow and Kopp. Bigelow was starting a backup bike and Kopp joined him on the penalty line after jumping the start. Row three held Springsteen, Beattie, Lynch, Evans, Morehead and Morgan.

Fast qualifier Varnes led the race into turn one over Stanley and Parker, but at the end of lap one it was 1996 Lake Odessa winner Will Davis on the point. Varnes had already dropped to fifth on his way back into the pack.

Stanley held down second for one lap before giving way to Parker. Stanley also faded into the pack.

By lap five, Parker was in control. Then the unheard-of happened - a failure on the factory Harley. With Parker limping around on a blown shock, Roeder slid to the top of the track and the head of the pack.

As Parker dropped through the pack, it split the pack up and they started to string out. When the red flag came out on lap nine, Parker had slipped well off the pace. But the restart was based on lap eight, and Parker was still in fourth for the restart.

Roeder was perfect off the line on the restart, but Parker wasted no time in also moving up.

"We set up the new shock as close as we could to the first," Parker said later. "Obviously, the bike was fast with either shock. I wanted to ride where it felt good and where I was earlier. I had some good lines earlier, but with the shock changes they didn't work as well later. I think you come to the point where you ride the motorcycle. You can do all this stuff, but when it comes to the bottom line - you've got to ride the motorcycle. What the bike does, you correct with your body or whatever you've got to do."

"I didn't know if somebody was right behind - I didn't want to look back," Roeder said. "But I could feel somebody and I remember thinking, 'Well, they ain't going to pass me on the outside. If they're going to pass me, they are going to have to go underneath me.' That line was working, and I wasn't going to go away from it."

The laps wore down and Parker was closing rapidly. Roeder still held a solid lead, but Parker chipped away.

"He must have really been pushing because I never let up," Roeder said. "I remember thinking a couple times, 'Man, I ought to back off; no, I better not.' I tried to push hard the whole time. When that five-lap signal came out, I started counting them down. Man, that's the longest five laps I've ever raced."

Cautiously, Carr moved into third on the 14th lap.

"It was really rough down low and it didn't matter what they did to it," Carr said. "They could pack it in and all it did was make the ruts harder. It didn't really get rid of them; it just took the sharp edges off. You get into the heat of the battle and it's hard to be precise, to get a smooth line through there. You never knew when you were going to hook up and catch a rut."

Davis continues to show flashes of speed but hasn't gained the necessary consistency to keep him up front.

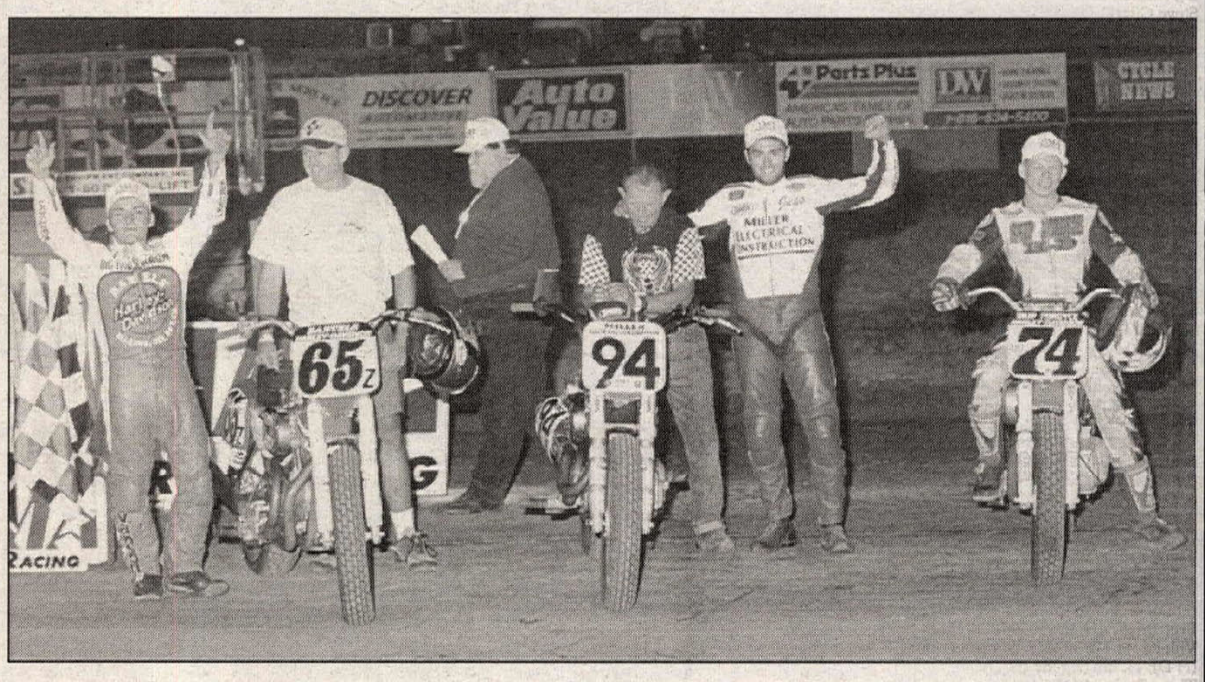
"The restart didn't really hurt because I was right up there with Geo," Davis said. "But when everybody picked the pace up, the track started to wear out and my setup kind of went away. We had a little bit of space on them; maybe if the race hadn't been stopped we would have stayed up front, but that's just speculation. I got a good restart. I just didn't have the right line."

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

The three Sportster heats fell to Bartels' H-D/Bartels' Performance-backed Shaun Russell, Gutteridge H-D/Vance & Hines-sponsored Scott Stump and DPC Racing/Tilley H-D's Willie McCoy.

The complexion of the 12-lap National changed completely when half of the front row was sent to the penalty line. McCoy, John Clark and Billy Martin would all have to come from the third row.

Corbin Racing/San Jose H-D's Gary Rogers got the holeshot over Russell



(Above) The top three celebrate, with Chris Carr (left) and Scott Parker (right) flanking Geo Roeder. (Right) It was a good night to be a Roeder. Jess Roeder (94) won the Harley-Davidson Sportster Performance final, bringing a smile to the face of his famous father, George - himself an eight-time Grand National winner.

Briefly...

It seems like every time there's a new winner, he goes through the last-lap jitters. **Geo Roeder II** was no different. "I was counting them down - now there's four, then three, two, and that last lap I just tried to put in a solid lap," Roeder said. "As soon as I got down to two, I figured all I had to do was make a good run into three and get off four. I was getting off four good all night and I knew I could do that again. Everything worked out and I'm happy!"

Geo Roeder wasn't alone in counting the laps. His sponsor, **Eddie Adkins**, and his father, George, were also on the edge. Not really being able to see all the action, George was relying on Adkins to keep him informed and with three laps left the conversation went something like this: "I think Scotty is catching him," George said. "Yep, he's closing," Adkins replied. With two laps to go, George said, "He's really getting close, isn't he?" As the last lap was under way, George had one last question: "Eddie, are you sure that's Geo?" It certainly was, and George was soon headed for his second victory lap of the night.

An emotional Geo Roeder had many thoughts after his victory. "I want to dedicate this win to my family, especially my dad - he has been behind me my whole career. I thought about a lot of guys that have paid the ultimate price of racing, and I'd like to remember those guys - especially **Rodney Farris**. This would have been his ride and he probably would have won tonight. Eddie (Adkins) put on a different set of pipes tonight and told me they were Rodney's favorite set of pipes. They worked good for me, too. I'd also like to remember Ronnie McClure and Dennis Silva - the two guys who got killed last year on the way home from Harrington, Delaware. Those two would have been here tonight, and I know it would have meant a lot to them."

Scott Parker continues to pad his points lead, and he now leads Rich King by 33 points. Roeder's win propelled him into fifth behind Chris Carr and Will Davis.

Injury report: **J.R. Schnabel** had his arm checked out at the local hospital after his crash in the National and no fracture was found. He was scheduled to have the arm rechecked after the swelling went down, however. Tim Eades, who crashed on the last lap of his Harley-Davidson Sportster Performance heat, suffered a crushed left pinky finger and a fractured shoulder.

Rich King has a unique plan. "Every time I come to I-96, I get fourth," he said. "I think the last three or four years I've finished fourth. Next year, I don't think I'll even come up here and they can just give me fourth. I'm glad to see Roeder finally win one. I'd like to see this place get a decent weekend of weather. Every time we come here, it's either rained all week or all night."

Parker echoed those sentiments: "The racing was great all night - better than the track," he said. "We've had **bad weather** every time we've been here, but you can deal with it when there is a reason."

and Jess Roeder. At the end of the first lap, Mike Hacker joined the lead pack.

Rogers looked to be well on his way to his first National win when his bike started to lose top-end speed.

On lap nine, Roeder muscled his way to the front of what had turned into a five-rider battle. Rogers held on to second over Martin, Stump and Russell. The last lap saw a major shake-up as Russell roared into second. Martin was able to keep his Skip Fordyce H-D Sportster in third for the last podium spot.

Rogers dropped to fourth over Stump and defending class Champion Dave Camlin.

"After my heat, I was hoping for rain," Jess Roeder said. "Then I got it figured out. Throttle control and slowing down to go fast - that was the secret." CN

New 96 Speedway
Lake Odessa, Michigan
Results: July 4, 1998 (Round 6 of 19)

HEAT 1 (10 laps; 11 riders, top three transfer): 1. Rich King (Hon); 2. Chris Carr (H-D); 3.Will Davis (H-D); 4. Paul Lynch (H-D); 5. Dan Butler (H-D); 6. Jeff Randolph (H-D); 7. Bret Beyer (H-D); 8. Billy Martin (H-D); 9. Brian Kromroy (H-D); 10. Jaime Aguilar (H-D); 11. Steve Gill (H-D).
Time: 3 min., 53.819 sec.

HEAT 2 (10 laps; 11 riders, top three transfer): 1. Dan Stanley (H-D); 2. J.R. Schnabel (H-D); 3. Geo Roeder II (H-D); 4. Jay Springsteen (H-D); 5. Johnny Murphree (H-D); 6. Steve Beattie (H-D); 7. Paul Bergstrom (H-D); 8. Shaun Russell (H-D); 9. Dave Camlin (H-D); 10. Bob Knapp (H-D); 11. Ian Segedy (H-D).
Time: 3 min., 56.564 sec.

HEAT 3 (10 laps; 11 riders, top three transfer): 1. Scott Parker (H-D); 2. Joe Kopp (H-D); 3. Bryan Bigelow (H-D); 4. Steve Morehead (H-D); 5. Ken Coolbeth Jr. (H-D); 6. Brett Landes (Hon); 7. Danny Koelsch Jr. (H-D); 8. Brent Armbruster (H-D); 9. Bryan Villella (H-D); 10. Jim McIlvena (H-D); 11. Tim Eades (Hon).
Time: 3 min., 54.512 sec.

HEAT 4 (10 laps; 11 riders, top three transfer): 1. Kevin Varnes (H-D); 2. Nicky Hayden (H-D); 3. Mike Hacker (H-D); 4. Paul Morgan III (H-D); 5. Chris Evans (H-D); 6. Dale Jenneman (H-D); 7. Gary Rogers (H-D); 8. Marco Morello (H-D); 9. Willie McCoy (H-D); 10. Jason Sentell (H-D); 11. Nick Daniels (H-D).
Time: 3 min., 53.308 sec.

SEMI 1 (8 laps; 11 riders, top two transfer): 1. Steve Beattie (H-D); 2. Paul Morgan III (H-D); 3. Dan Butler (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Jason Sentell (H-D); 6. Dave Camlin (H-D); 7. Gary Rogers (H-D); 8. Brent Armbruster (H-D); 9. Steve Gill (H-D); 10. Billy Martin (H-D); 11. Tim Eades (Hon).
Time: 3 min., 08.688 sec.

SEMI 2 (8 laps; 11 riders, top two transfer): 1. Chris Evans (H-D); 2. Paul Lynch (H-D); 3. Johnny Murphree (H-D); 4. Shaun Russell (H-D); 5. Brett Landes (Hon); 6. Bret Beyer (H-D); 7. Marco Morello (H-D); 8. Bryan Villella (H-D); 9. Nick Daniels (H-D); 10. Jaime Aguilar (H-D); 11. Ian Segedy (H-D).
Time: 3 min., 10.051 sec.

SEMI 3 (8 laps; 10 riders, top two transfer): 1. Steve Morehead (H-D); 2. Jay Springsteen (H-D); 3. Jeff Randolph (H-D); 4. Danny Koelsch Jr. (H-D); 5. Paul Bergstrom (H-D); 6. Dale Jenneman (H-D); 7. Willie McCoy (H-D); 8. Bob Knapp (H-D); 9. Brian Kromroy (H-D); 10. Jim McIlevna (H-D).
Time: 3 min., 08.427 sec.

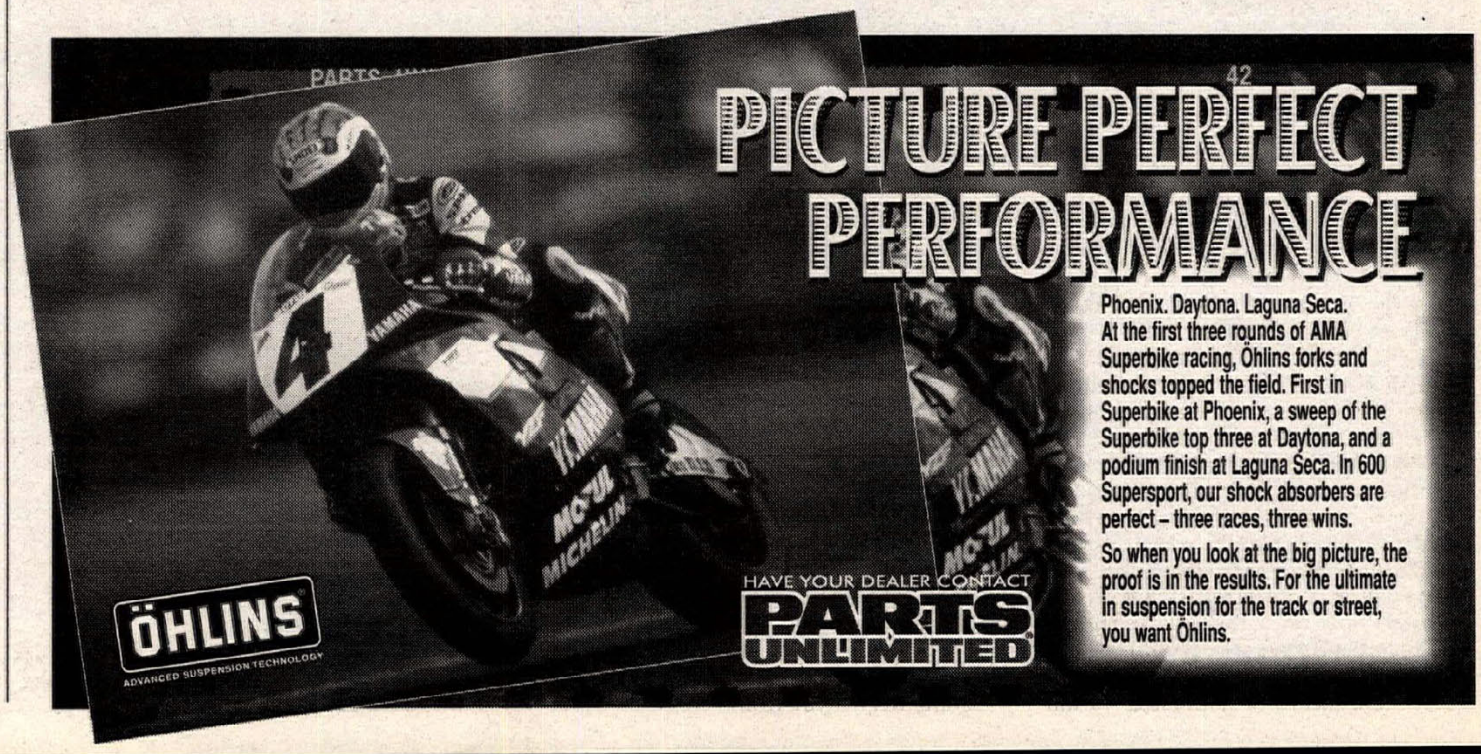
GRAND NATIONAL (25 laps; 18 riders): 1. Geo Roeder II (H-D); 2. Scott Parker (H-D); 3. Chris Carr (H-D); 4. Rich King (Hon); 5. Nicky Hayden (H-D); 6. Bryan Bigelow (H-D); 7. Will Davis (H-D); 8. Joe Kopp (H-D); 9. Mike Hacker (H-D); 10. Kevin Varnes (H-D); 11. Jay Springsteen (H-D); 12. Dan Stanley (H-D); 13. Paul Morgan III (H-D); 14. Paul Lynch (H-D); 15. Chris Evans (H-D); 16. Steve Morehead (H-D); 17. J.R. Schnabel (H-D); 18. Steve Beattie (H-D).
Time: No Time due to red flag.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 6 of 19 rounds): 1. Scott Parker (105/3 wins); 2. Rich King (72); 3. Chris Carr (66); 4. Will Davis (62/1); 5. Geo Roeder II (57/1); 6. Kevin Varnes (52); 7. Jay Springsteen (48); 8. Dan Stanley (40); 9. (TIE) Steve Morehead/Joe Kopp/Bryan Bigelow (35); 12. Mike Hacker (33); 13. Terry Poovey (28); 14. Nicky Hayden (27); 15. Chris Evans (25); 16. Brett Landes (24); 17. J.R. Schnabel (21); 18. Dave Camlin (20); 19. Steve Beattie (18); 20. Paul Morgan III (16).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Jess Roeder; 2. Shaun Russell; 3. Billy Martin; 4.Gary Rogers; 5. Scott Stump; 6. Dave camlin; 7. Mike Hacker; 8. Willie McCoy; 9. Paul Bergstrom; 10. Brian Kromroy; 11. Ryan Brown; 12. Geramy Rackley; 13. Tom McGrane Jr.; 14. Yuhiko Hirao; 15. Todd Kendig; 16. John Clark; 17. Jeff Hiers.
Time: 4 min., 55.623 sec.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 4 of 13 rounds): 1. Jess Roeder (79/2 wins); 2. Shaun Russell (53/1); 3. Gary Rogers (51); 4. Dave Camlin (50/1); 5. (TIE) Mike Hacker/Scott Stump (47); 7. Billy Martin (44); 8. Tim eades (43); 9. Willie McCoy (35); 10. Brian Kromroy (34); 11. Tom McGrane Jr. (30); 12. Jason Fletcher (24); 13. Ryan Brown (22); 14. Robert Miller (21); 15. Paul Bergstrom (20); 16. (TIE) Yuhiko Hirao/John Faulkner III (18); 18. Geramy Rackley (15); 19. James Hart (13); 20. Bob Buffington (12).

Upcoming Rounds
Round 7 - Du Quoin, Illinois, July 11
Round 8 - Oklahoma City, Oklahoma, July 18



Finishing touches

The 1999 Kawasaki KX250 (as does the 125) features K-TRIC, an electronic sensor that automatically adjusts ignition timing according to throttle position and rpm.

When it comes to the best 1998 production 250cc motocrosser, Kawasaki has the lock and key to that honor, but that didn't stop the company from tweaking on its 1999 KX250. Kawasaki felt there was still some room for improvements - mainly decreasing weight and increasing power and throttle response, and focused much of its attention on these areas.

For the most part, Kawasaki left the heart of the KX250's motor alone but did go after the carburetor and ignition in search of more power. The Power Jet Keihin carburetor is now shorter, so now the main jet, slide and the new tapered needle operate closer to the cylinder, thus reducing the amount of distance fuel has to travel. Also, Kawasaki has added K-TRIC to its power-jet system. K-TRIC stands for Kawasaki Throttle Responsive Ignition Control, which is basically an electronic throttle-position sensor that runs off a new DC ignition system that automatically adjusts timing with different throttle settings and engine rpm. Kawasaki claims that the K-TRIC system improves throttle response and boosts power, especially from zero to one-third throttle.

To increase traction and drive out of the turns, the KX250 now has a heavier flywheel (from 4.5 kg-cm^2 to 4.9 kg-cm^2).

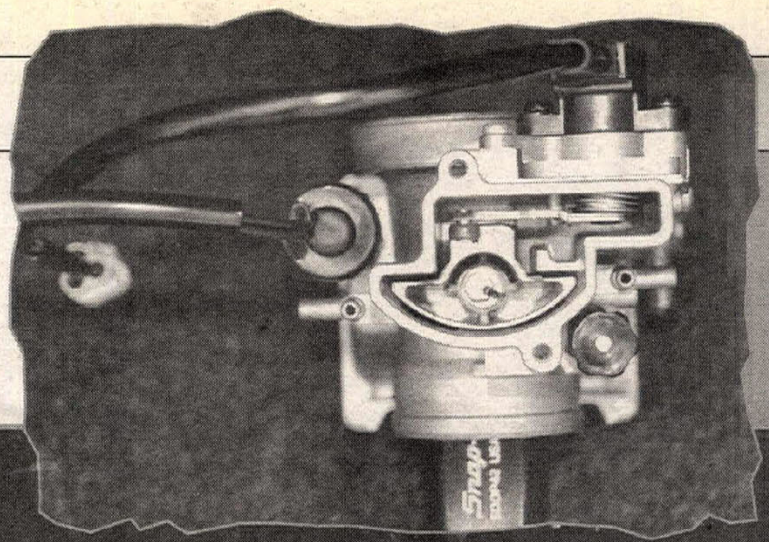
The rest of the engine changes were made either to save weight or increase durability, such as: shaving metal off the kickstart, primary, clutch and transmission gears (to reduce rotating mass); going to a magnesium clutch cover; reducing the wall thickness of the muffler end cap; and going to involute splines on the countershaft for a better fit of the countershaft sprocket.

Even the chassis has been lightened up. The perimeter frame now has thinner wall tubing, and the rear subframe is now constructed out of aluminum rather than steel. The swingarm has also been redesigned in the cast-aluminum area to reduce weight, and the spoke nipples are now aluminum to reduce reciprocating, unsprung weight.

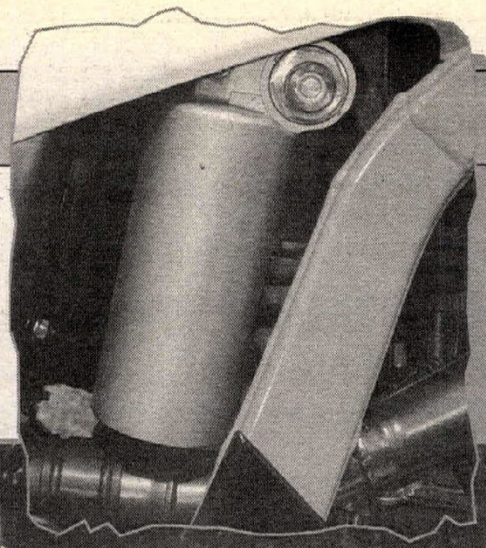
You might notice from the photos that the KX250 has a significantly flatter profile (as does the 125, for that matter). That's because the top frame spars now lay down closer to parallel with the ground to allow a lower gas tank and flatter seating position. As you can tell, the seat is, in fact, practically flat from front to back, but what you can't see is that the midsection is now narrower. The area of the rider's knees has also been made narrower, because a large section of the radiator shrouds have been cut out to expose both sides of the fuel cell.

In the suspension department, the big news is the addition of high- and low-speed damping adjusters, a la Honda. Also, some of the shock's hardware has been changed from steel to aluminum to reduce weight. The tri-spring rate is unchanged, as is the Uni-Trak linkage ratio; however, some of the seals and needle bearings have been redesigned.

In another move to reduce weight, the upper fork tubes are now smaller in diameter at the upper clamping area (54mm to 52mm), the same as it was in 1996. Internally, a new rubber bottoming damper has been added, and the fork bottoming cone is now 10mm

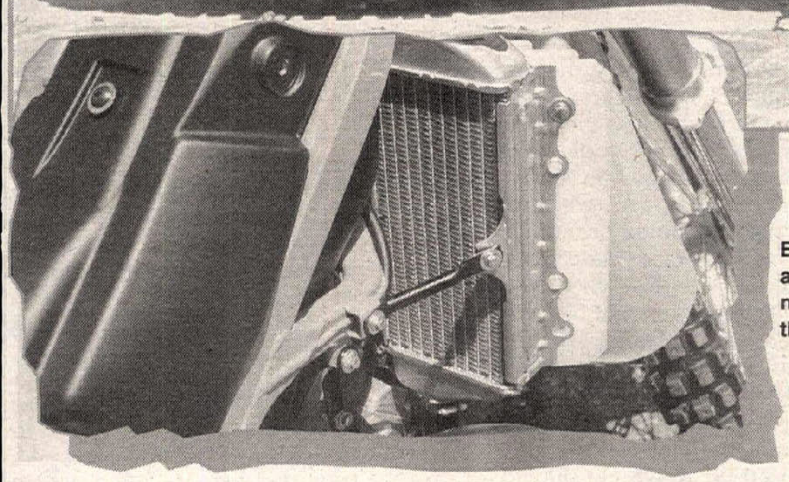


The new "shorty" Power Jet carburetor is narrower from front to back and still retains the "bat wings."



High- and low-speed damping adjusters are now featured on the rear shock of the KX125 and 250.

New porting specs and power-valve modifications are designed to breathe new life into the '99 KX125.



Both the KX125 and 250 have new braces for the radiators.

The KX125 gets U-shaped rims.

longer. Kawasaki claims that valving still controls most of the bottoming, but the rubber damper is there to reduce "clanking" and sharp jolts to the rider's hands and wrists.

The lower fork legs have more overlap and thus increased rigidity. The axle is clamped with two bolts (down from four) on each side. The only threaded area is the outer edge, where a nut pulls the axle to the side before the clamps lock the axle in place. There is also less underhang below the axle. With the old-style clamp, it was possible for the forks to twist slightly in extreme conditions because the axle could thread itself in and out between the fork legs. Some of the internal fork parts are now aluminum instead of steel.

A lot of attention was paid to detail on the 1999 KX250: The rear brake pads now use a special ceramic coating to insulate them from heat, and the pad backing plate is now thicker to prevent warping under extreme conditions; the footpegs are now heat-treated for added strength and increased wear-resistance; form-fitted plastic covers the swingarm-pivot area to protect the frame and give the rider's boots more bite; the gas cap is now smaller and has rounded edges to better protect riders who sit up on the tank; a white plastic tube in the filler neck prevents splashing and offers slightly more light in the tank when filling; a new clutch cable has the adjuster near the engine and is rerouted for an easier pull; and new handgrips have no ribs on the palm side and use softer rubber.

Pretty much all of the changes made to the KX250 were also made to the '99 KX125, including K-TRIC, and then some.

The '98 KX125 had a couple of changes that were all its own.

The KX125 was in serious need of power, so Kawasaki reported the cylinder and made some changes to the KIPS exhaust power valve, which Kawasaki claims has a "freer flowing" surface.

There were also some changes made to the chassis, as well. The steering head has been moved backward 15mm and the swingarm is 10mm shorter, resulting in a 30mm-shorter wheelbase than the '98 model. Also, the seat foam is now 25mm shorter through the midsection to reduce weight and improve airflow into the airbox. Stiffer foam compensates for the reduction in padding.

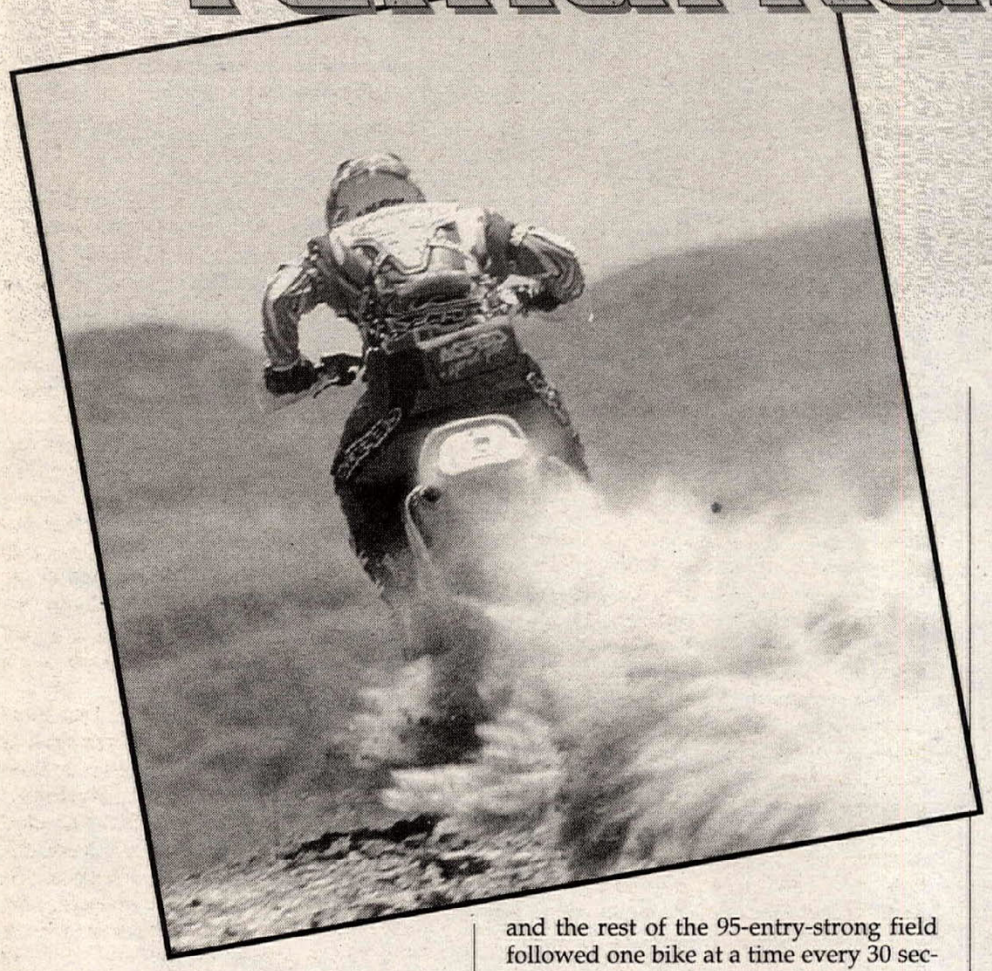
One of the biggest differences between the KX125 and the 250 is that the 125 gets the trick U-shaped rims seen this year on some of the factory race bikes. The U-shaped rims have no shoulders for mud to grab on to. (Mud can collect on square-shaped rims and accumulate unwanted weight.)

Neither the KX125 nor the 250 have gone up in price, as they will once again carry suggested retail prices of $4799 (KX125) and $5649 (KX250).

Kawasaki will once again be offering the KX60, 80, 100 and 500 models, but only the KX60 will see any changes.

Most of those changes were to increase engine durability. The connecting rod is new and is attached to a beefier big-end bearing. The side washers of the big-end bearing are also stronger, as is the piston pin boss, which received a coating of Alumite. Also, the base gasket is made out of thinner metal rather than paper. CN

Campbell remarkable



(Above) The team of Donnie Book and Ty Davis took runner-up honors.
(Left) This was the view everyone had of Johnny Campbell and his Honda at the Silver State 300. He soloed to the overall victory.

By Anne and Tom Van Beveren

MESQUITE, NV, JUNE 27

Nobody at the Silver State 300 could accuse Johnny Campbell of being a run-of-the-mill racer.

The 27-year-old Honda factory pilot showed up at Mesquite alone, opting to tackle the grueling 317-mile team race in the heat of a Nevada summer without a partner to share the load. He showed up at the predominantly two-stroke event on a Honda XR628. And he entered his thumper in the Open Pro class, choosing to shoot for the overall win rather than settle back for what promised to be an easier battle in the Four-Stroke Pro class.

The results were just as remarkable: After six hours and 18 minutes of hard-on-the-gas racing, Campbell flashed across the finish to take the overall win. He completed the course three minutes ahead of the nearest two-man team and averaged 50 miles an hour on his way to victory.

"I've never won a Best in the Desert race before, but I knew I could win this race," said Campbell. "I've been training and riding really hard. I did a lot of testing, and I had a lot of determination coming in. I've also found a better engine package that's more reliable and even has more power, so I knew it would be a good race for me."

The long days of summer, coupled with the need to separate the two-wheeled entries from the Best in the Desert's new car and truck classes, put the motorcycle racers on the road early.

The first bike left the line at 5:30 a.m. and the rest of the 95-entry-strong field followed one bike at a time every 30 seconds.

The luck of the starting draw put Campbell in the lead-off position when the race began, and the dust-free number-one spot paid dividends as the opening section of the dusty course headed straight into the rising sun.

"The first two sections were pretty scary because we had the sunlight right in our eyes. I thought the dust was terrible, and it stayed that way all day because the course was silty all the way," said Jim Gray, who was sharing a KTM620SC with Todd Hoy in the Over 450cc Four-Stroke division. "It was really tough to pass guys. We started sixth in our class, plus we were behind all the Open, 250cc and Vet Pros off the start, so there were a lot of people to pass - probably about 20 of them."

Campbell stayed in the physical lead as the course headed away from Mesquite, a gambling town on the Nevada/Arizona/Utah border 70 miles east of Las Vegas, and began a long loop to the northwest toward the first pit, which was just off Highway 93 at Kane Springs.

The Honda ace was still in front when he reached pit two at Pahroc Summit, 111 miles into the race, but some of the hard-charging competition was closing the time-adjusted gap behind him. The KX500 piloted by Dave Hamel and Brian Brown dashed into the pit in second, half a minute behind Campbell physically, but the Kawasaki team's one-minute starting deficit put them half a minute ahead of the Honda in the time-adjusted standings.

There was a three-minute gap back to Nevada brothers Russ and Nick Pearson, who brought their KTM through in third. The Dave Ondas/Destry Abbott KX500 was just ahead of the Ty Davis/Donnie Book Yamaha for fourth on adjusted time, and the KTM entry of Mike Healey and Eric Hallgath cleared the pit in fifth.

"Everything went really well at first," said Hallgath. "We were the second bike off the line and I was still second overall going into the first pit, but then I got passed by the (Hamel/Brown) Kawasaki, and shortly after that I had a little get-off. The skidplate bolts came off the front and it dug into the ground. Thank goodness I was going really slow."

Hallgath lost time removing the rest of the skidplate bolts, lost three more positions changing a shock at pit three, and then discovered that he would have to ride the rest of the race by himself.

"Healey did 35 miles, then got hurt. He hurt his wrist and couldn't continue, so I had to finish the race," said Hallgath. "On a course like this, where you can't preride, it's really not that bad. It's not a big disadvantage riding sections you didn't plan to ride, because nobody else has seen them either."

The 250cc Pro class had already developed into a no-holds-barred battle between the lead-off Kawasaki piloted by Oakley Lehman and Larry Roeseler and the number-two starter - a WR250 Yamaha shared by James Summers and Shane Esposito.

"We've led on time pretty much all the way," said Summers. "The other team was in front of us on the start, but Esposito put us in the lead physically by the time we got to pit two. I like racing with Lehman and Roeseler because we are so tightly matched. It's going to be like this all day - back and forth. I have a lot more fun when it's tight like this. When you're out in front or way behind, it's boring."

The race for the Over-30 Pro lead was shaping up to be a three-way battle between the Honda commanded by Darrol Brown and Kevin Brown, the KTM shared by Daryl Folks and John Rudder, and blast-from-the-past racers Ted Hunnicutt and Garth Sweetland, who had teamed up on a Montclair Yamaha YZ400F.

The Brown brothers' Honda led the way into pit two, and the KTM and Yamaha were neck and neck for second, but when Rudder handed the KTM over, Folks became a team of one.

"He (Rudder) hurt his arm and said he thought it might be broken," said Folks. "Hearing that kind of knocked the wind out of me. I had a funny feeling I wasn't going to see him again for the rest of the day, and that told me what I was in for. I just wasn't mentally or physically ready to do the rest of the race by myself. You're bummed, and that takes you out mentally. If I was to start the race knowing I had to do it by myself, that would be different - I'd gear up mentally - but this was tough."

Back in the 125cc Pro division, KX125 racers Erik Griffith and Dana Van Stee were a different kind of alone.

"We're the only ones in our class, which is a bit of a bummer," said Van Stee. "It's a lot of fun racing a 125, but it's a lot more fun when you have somebody to race against."

Jonah Street and Taber Murphy had the lead in the Four-Stroke Over 450cc class as they thundered into pit two, just ahead of class rivals Greg Bringle and Craig Smith, and Kawasaki-mounted David Fry and Scott Wilson were leading the Four-Stroke Under 450cc class.

The race continued north through the high country to pit three at Panaca, then doubled back into Cathedral Gorge for the fourth gas stop. The Kawasaki piloted by Dave Hamel and Brian Brown came into pit row in the lead and, after a brief break for service, was still in the lead when it headed out for the 35-mile dash to the last gas stop in Caliente.

Campbell's Honda was 41 seconds back in second, which put him almost two minutes behind the Kawasaki on adjusted time.

"Right after pit three, I was kind of dogging it through some tight stuff and Brown just seemed like he was being really aggressive - really on the gas," said Campbell. "It was too dangerous for my ability and I had to let him go. Brown was going really fast, but I knew Hamel would get back on the bike and I could probably stay with him, so I just waited and waited and waited."

Ondas and Abbott dashed out of pit four in third, but when the stopwatches were consulted, their total elapsed time had them in second, just 17 seconds

behind the Hamel/Brown Kawasaki, and Campbell was bumped back to fourth when Russ and Nick Pearson's KTM cleared the pit fourth in the physical standings but a minute and a half faster than the Honda pilot on adjusted time.

"It took me about 15 miles to get used to the four-stroke this morning, because I usually ride a two-stroke, but I had a blast after that, and Russ did a great job," said Nick Pearson. "We were running third most of the day and we had no dust in the middle of the race because Campbell and Brian Brown were ahead of us by a minute or two."

Ty Davis and Donnie Book were fifth on adjusted time when they cleared pit four, and the Yamaha racers weren't having a whole lot of fun.

"It was going, but not the greatest up until then. It was fun, just dusty - extremely dusty," said Book. "We were sixth off the line and we were there pretty much all day, just playing catch-up. You just couldn't pass anywhere. It was hard riding the terrain in dust like that and hard picking up markings. I was blowing a lot of corners."

The terrain turned mountainous around Caliente, and the transition to second gear, and tight trees, after wide-open desert took some of the riders by surprise.

"We had a slight mishap in the trees and broke off the brake lever, but we were running a big gas tank, so we didn't have to stop at any of the alternate pits, and we were okay on time," said Eron Boyer, who was teamed with Matt Burroughs on a KX250.

Nate Pearson, David Pearson and Bryan Freeman, who were leading the 250cc Experts and were in the hunt for the overall Expert win, had similar problems.

"The trees were a bit tougher than we thought. They ripped stuff off," said Nate, pointing to a broken handguard. "We had a few problems early on, too. We lost the shifter 10 miles off the start and David had to ride with the bike stuck in fourth. We had a rear flat for 20 miles, too."

Something was also afoot for Daryl Folks.

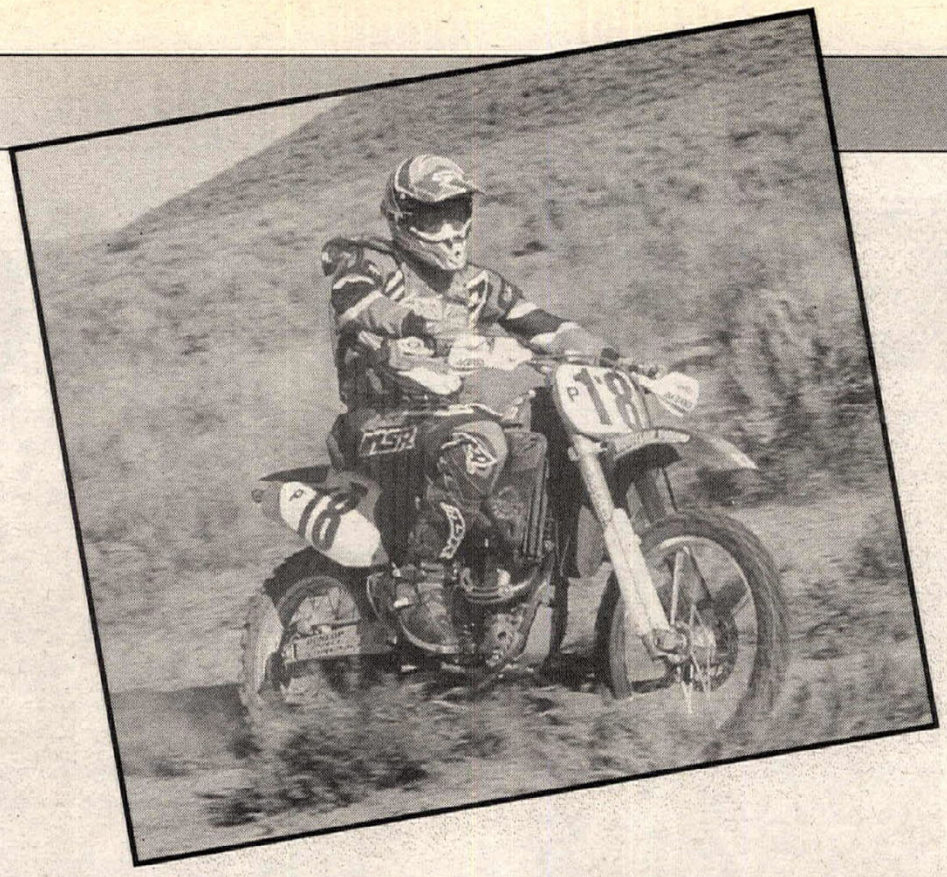
"I've got a sore toe that absolutely killed me today," said Folks. "Believe it or not, Nick Pearson and I locked bars riding at about two miles per hour last week. I went to dab to save it and stubbed my toe. It feels like it's been in a vice all day."

But there was no time to consider anything other than the dash for the finish when the front-runners reached the last pit in Caliente, only 65 miles from the finish at Maynard Lake.

Campbell had regained the physical lead, but the Ondas/Abbott Kawasaki was a minute ahead on time when it flashed out of the pit in second. The Pearsons were running third physically but were 20 seconds ahead of Campbell on time, while the Hamel/Brown Kawasaki, which was running fourth physically, was half a minute ahead of Campbell on time, relegating the Honda pilot to fourth overall.

But the race was far from over. About 15 miles into the final section of the course, Abbott crashed in a high-speed section and was unconscious on the ground when Nick Pearson and then Brian Brown reached him.

"It was a scary fast section. I don't know if he didn't see something and hit it or what, but he would've been going really fast," said Book, who was the next rider to reach the wreck. "He was conscious when I got there, and there were people there to help him, so I went on to the road crossing to get help."



The duo of Ted Hunnicutt and Garth Sweetland teamed up to win the 0-30 Pro

While Pearson and Brown did what they could to help Abbott until aid arrived, the race that either of them might have won went on around them.

Campbell crossed the finish just before noon to take the overall win and $1400 Open Pro purse with a total elapsed time of six hours, 18 minutes and 25 seconds, unaware of the drama behind him that had turned the race upside down.

"Dave Hamel made a mistake and disappeared; I think he made a wrong turn, so that put me back in the physical lead and I never saw anybody from pit five to the end," said Campbell. "I had fresh rubber on the bike, which made it a little more confidence-inspiring, and I didn't know how close anybody was, so I just pushed and pushed and pushed all the way to the finish.

"This feels great," Campbell continued. "I've never won an overall Casey (Folks) race before. I did crash once between pit two and three, and I think I must've broken my little finger, and I ran out of water about 30 miles ago, but other than that it was great. I like riding in Nevada; the roads here suit my riding style, and I learned a lot riding the rallies I did, so I don't mind riding by myself for 300 miles. My faith in God helped out a lot, too."

Donnie Book, who continued on to the finish after relaying word about Abbott's fall, crossed the line in second overall, three minutes behind Campbell.

"It was hard riding after seeing him (Abbott) lying there like that. Hopefully they got to him fast and he is not hurt too bad," said a noticeably subdued Book "I stopped for about two minutes, I guess. We didn't have that good of a race. We started back and we've just been playing catch-up in the dust all day."

Eric Hallgath, who rode all but 35 miles of the race on the KTM 380 he shared with Mike Healey, finished third overall, five minutes behind the Davis/Book Yamaha.

"I haven't ridden a Casey (Folks) race in almost eight years, so it was a good learning experience, and that's what I enjoyed the most," said Hallgath. "I came here and finished the race. I might not be as fast as these kids, but I will be here at the finish."

Fourth went to Yamaha-mounted James Summers and Shane Esposito, who finished with no center knobs on their rear tire but managed to hold off the Kawasaki piloted by Oakley Lehman and Larry Roeseler all day long.

"We had a pretty awesome ride and didn't have any problems," said Summers, who finished - in a shower of champagne - more than 11 minutes ahead of Lehman and Roeseler, who took fifth overall. "They were ahead of us off the start, and they got back ahead of us when we had a problem changing a tire and took a bit longer changing it than we wanted, but they never passed us on time. I like racing with them because even if we start passing each other, they are safe. They are not going to take you out. That makes racing fun."

"I could see his dust for the whole last section, but I couldn't really make up any time," said Lehman. "We had no problems, except I almost hit a horse going up a sand wash in third gear. There were a bunch of horses running across and I nearly hit the last of them. I just grabbed the front brake and leaned it over. But other than that it was a good ride."

Hunnicutt and Sweetland brought their Yamaha home in sixth overall to top the Over 30 Pro division, two minutes ahead of the second-placed team of Honda riders Darrol Brown and Kevin Brown.

"The middle part was a little fast, but I liked the last section coming in because it got a little technical, and I like the heat, too," said Sweetland, one of many riders who commented on the 90-plus degrees that scorched the finish. "I work in the heat every day, which makes it easier, so I do well in it."

Nick Pearson finally brought the KTM he shared with his brother Russ home to the finish in eighth overall, more than half an hour behind the racers he had led into the final section of the course.

"Everything was going good. We'd had a good ride and the bike was working good," said Pearson. "I think we would've been second or third, the way things were going."

Pearson was followed home by the Jim Gray/Todd Hoy KTM, which took ninth overall and first in the big Four-Stroke division, seven minutes ahead of their nearest class competitors.

Brian Brown brought the KX500 he shared with Dave Hamel home a disappointing 10th overall.

"We were in third when Abbott crashed and we might've even been ahead of Campbell on time, but I would rather see him (Abbott) be all right than win," said Brown. "He was knocked out when I got there. I took off his goggles and he woke up, but he was complaining about his back and his arm."

Abbott checked out fine at a local hospital but still has no memory of the day's racing.

"I have no idea what happened. I remember being at the start and being in the hotel room, but I don't remember anything in between. It's kind of fuzzy," Abbott said 48 hours after the race. "I guess everything is okay. My helmet was cracked and messed up pretty good, but everything else looks good. They took a whole lot of X-rays at the hospital and I guess I didn't break anything, but my back is really bruised and my spine is still swollen. I guess I'm pretty lucky, and I'm feeling a lot better."

Four-strokers Greg Bringle and Craig Smith finished 11th overall, edging Jonah Street and Taber Murphy out of second in the big Four-Stroke class by two minutes. The Daryl Folks/John Rudder KTM crossed the line in 13th, ahead of David Fry and Scott Wilson, who topped the Four-Stroke Under-450cc class.

"We had a flat tire, and we lost the rear brakes and had to ride 40 miles without brakes after pit four, so we lost some overall positions, but we were so far ahead in our class, we just took our time," said Wilson. "All in all, it was a wonderful race. I loved the water crossings - they were a good cool-off right by Caliente. There were four or five of them."

The David Pearson/Nate Pearson/Bryan Freeman KTM took 15th overall to top the Expert racers. The trio, whose ages range from 14 to 21, stole the expert honors from Open Experts Scott Underwood and Craig Sasso by just a minute and a half. Greg Zitterkopf topped the Ironman Experts in 17th overall, and Erik Griffith and Dana Van Stee took 125cc Pro honors in 21st overall. CN

Silver State 300
Mesquite, Nevada
Results: June 28, 1998 (Round 2of 4)

O/A: 1. Johnny Campbell (Hon); 2. Ty Davis/Donnie Book (Yam); 3. Mike Healey/Eric Hallgath (KTM); 4. James Summers/Shane Esposito (Yam); 5. Oakley Lehman/Larry Roeseler (Kaw); 6. Ted Hunnicutt/Garth Sweetland (Yam); 7. Darrol Brown/Kevin Brown (Hon); 8. Russ Pearson/Nick Pearson (KTM); 9. Jim Gray/Todd Hoy (Kaw); 10. Dave Hamel/Brian Brown (Kaw); 11. Greg Bringle/Craig Smith (Hon); 12. Jonah Street/Taber Murphy (Hon); 13. Daryl Folks/John Rudder (KTM); 14. David Fry/Scott Wilson (Kaw); 15. David Pearson/Nate Pearson/Bryan Freeman (KTM); 16. Scott Underwood/Craig Sasso (Hon); 17. Greg Zitterkopf; 18. Ben Williams/Matt Roylance (Kaw); 19. Robert Laughlin/James Ditson (Kaw); 20. Matt Burroughs/Eron Boyer (Kaw); 21. Erik Griffith/Dana Van Stee (Kaw).

OPEN EX: 1. Scott Underwood/Craig Sasso (Hon); 2. Doug Chiapuzio/Matt Murphy (Kaw); 3. Mark Lundgreen/Jeff Lundgreen (Kaw).

OPEN PRO: 1. Johnny Campbell (Hon); 2. Ty Davis/Donnie Book (Yam); 3. Mike Healey/Eric Hallgath (KTM).

125 EX: 1. Robert Marshall/Carl Maassberg/Kellon Walch (Yam).

125 PRO: 1. Erik Griffith/Dana Van Stee (Kaw).

250 EX: 1. David Pearson/Nate Pearson/Bryan Freeman (KTM); 2. Ben Williams/Matt Roylance (Kaw).

250 PRO: 1. James Summers/Shane Esposito (Yam); 2. Oakley Lehman/Larry Roeseler (Kaw); 3. Matt Burroughs/Eron Boyer (Kaw).

25+ EX: Ed Dean/Craig Huffer (Yam).

30+ EX: 1. Glenn Taylor/Ron Purvines (KTM); 2. Donald Tussing/Paul Skeary/Mark Davidge (KTM).

30+ PRO: 1. Ted Hunnicutt/Garth Sweetland (Yam); 2. Darrol Brown/Kevin Brown (Hon); 3. Daryl Folks/John Rudder (KTM).

35+ EX: 1. Robin Rightmire/Jay Heying (Kaw).

4-STRK 0-450 EX: 1. Rick Lundin/Justin Lundin/Ken Aplanalp (Yam).

4-STRK 450+ EX: 1. Michael Ison/Terry Wilde/Cary Blake (Hon).

4-STRK 0-450 PRO: 1. David Fry/Scott Wilson (Kaw).

4-STRK 450+ PRO: 1. Jim Gray/Todd Hoy (Kaw); 2. Greg Bringle/Craig Smith (Hon); 3. Jonah Street/Taber Murphy (Hon).

IRONMAN EX: 1. Greg Zitterkopf; 2. Cory Ayers (Hon); 3. Marc McManus (KTM).

Upcoming Rounds:
Round 3 - Las Vegas, Nevada, October 1-4
Round 4 - Pahrump, Nevada, December 4-6

MOTOCROSS
FIM WORLD CHAMPIONSHIP
250cc MX SERIES

Round 9: Montevarchi Motocross Park

Equal rights

By Geoff Meyer

MONTEVARCHI, ITALY, JUNE 28

Just like a World Heavyweight boxing championship, this year's World 250cc Motocross Championship is about scoring more points in every round and not letting your competition get that all-important knockout punch. In Montevarchi, Italy, during the latest round of Europe's most important motocross series, the leading riders - Sebastien Tortelli and Stefan Everts - threw just enough punches to damage the other's solid chin, yet the knockout punch looks a long way off.

What transpired in the 100-degree heat on the hills of Montevarchi once again proved that this year's championship can go in any direction. At the present moment, Everts leads Tortelli by seven points, 323 to 316, yet it is Tortelli who has scored 187 points in the past five rounds to Everts' 176 points, after Everts started off the series by winning three of the first four rounds. The tide has certainly turned.

Saturday's qualification once again showed Everts and Tortelli to be the only riders capable of taking the Italian track by the horns: Everts claimed the top spot with a time of two minutes and 17.148 seconds, and Tortelli came in with a 2:17.470. Third-placed Frederic Bolley was one second slower than Tortelli, and fourth place went to another Honda rider - Pit Beirer.

While Europe has experienced one of its worst June months, with almost tropical rainstorms, it was anything but a wet track that greeted the riders on the Sunday of the Italian GP. A sun-baked track that had not seen water for what looked like months was finally getting a watering, and while the timing of the track preparation by the Italian organizers was anything but poor, the riders had other things to worry about.

"It is very hot, but it's the same for everyone and you cannot let it get to you or you're already racing against yourself," said American Tallon Vohland.

While riders wore wet towels around their heads, and the spectators looked for any type of cover, it was the cool and calm Sebastien Tortelli who bolted out of the start straight in moto one with one thing in mind. Going into the slight uphill first turn, the French wonder had already taken a slight lead over Everts, Bolley, Vohland and Beirer. Everts, though, turned his machine into a wet area on the first corner and pinned the throttle open.

"I tried the different line and it worked out okay," Everts said. "I was able to get by Sebastien and take the lead."

French riders were all over Everts like a pack of wild animals, as Tortelli held second going into the first lap, followed by Mickael Maschio and Yves Demaria. Further back was Vohland in sixth place and a fallen Pit Beirer in 30th.

"I just crashed," Beirer said. "I had about sixth place going into the first corner, but by the time I got up, I was last."

Within the first few laps, Everts looked to have the goods to keep Tortelli in second place, but Tortelli has been the master of making even the great Everts look vulnerable; however, on this occasion the Belgian rider was up to dealing with the antics of the young rider.

"I did not feel good, okay," Everts said. "I got the lead in the second corner, but my arms were pumping. I think that Sebastien was on my back wheel, which made it very difficult for me."

Yet it would soon be all over for the Kawasaki-mounted Tortelli.

"I tried to pass Stefan twice, but he passed me back," he said, "and then I was looking for a good rhythm, some good lines, but I made a mistake."

The mistake would cost Tortelli 30 seconds and, once again, Everts was looking like "Mr. Cool."

"Once he fell, then it was easy," Everts said. "I just cruised to the win."

Fourth-placed Vohland was also more than a little chipper in the Yamaha pit enclosure.

"Hey, for my first race back from my injuries, I am very pleased," Vohland said, "and my hand is still hurting. I took some painkillers before the start, but in the last part of the moto, the pain came back, but I fought through the pain and finished great."

Bierer had also done a great job.

"I fought through from last and finished seventh, so that was pleasing," he said. "But to fall so early in the moto was not a good move."

Other top finishers were Marnicq Bervoets in fifth and Maschio in sixth.

The second moto was another story, as Kawasaki riders Demaria and Tortelli led Everts into the first lap.

"I wanted to prove to everyone that said I was finished that I still have it," said Demaria of his sudden lead.

Everts, however, was feeling the heat as he crashed and lost second place.

"I just fell on a slippery corner, lost the front wheel and lost several places," Everts said.

Tortelli was much luckier than Everts, though.

"I was following Stefan into the corner and also slipped a little," Tortelli said. "I ran over his fallen bike and just managed to hold my bike up."

Through the heat, the top two riders breezed away from everyone, with Frederic Bolley ending his midfield charge with an injured arm.

"I crashed on lap five and limped back to the pits," frowned the Honda rider. "It's nothing serious - just lost points."

By lap seven, Demaria started looking over his shoulder, and a hard-riding Tortelli made a move on his teammate.

"Yves was very fast early," Tortelli said, "but I felt good and was able to pass Yves and take a nice lead."

Everts, who had picked himself up in fifth place, was now having trouble with Vohland.

"It took me a long time to get past Vohland," Everts said. "He was much slower, and sometimes he can be a little wide open, and I did not want to fall again."

Vohland, on the other hand, had his side of the story.

"If he wants to pass me, he had better be ready to fight," Vohland said. "He's knocked me off a few times this year, so he should not talk about me."

As the race entered the closing stages, Tortelli moved to an easy win, leading home a hard-charging Everts by 15 seconds, while Demaria was another 10 seconds further behind. Drained from the heat, Demaria was totally off his feet and had to be carried from his machine, while Tortelli looked like a fresh kid on the podium.

The French wonder expects the battle for the championship to only get tougher.

"Stefan is a great rider, but I am looking forward to the next races," said the Italian GP winner. "Then we will see who has the championship." CN

(Top) Series rivals Sebastien Tortelli (4) and Stefan Everts (1) get off the line together at the Italian 250cc MX GP. The two traded moto wins, with Tortelli being credited for the overall victory.
(Above) Tortelli is just seven points behind Everts for the series title.

Montevarchi Motocross Park
Montevarchi, Italy
Results: June 28, 1998 (Round 9 of 16)

MOTO 1: 1. Stefan Everts (Hon); 2. Sebastien Tortelli (Kaw); 3. Yves Demaria (Kaw); 4. Tallon Vohland (Yam); 5. Marnicq Bervoets (Suz); 6. Mickael Maschio (Yam); 7. Pit Beirer (Hon); 8. Frederic Bolley (Hon); 9. Joakim Karlsson (Hon); 10. Peter Iven (Kaw); 11. Leon Geisbers (KTM); 12. Justin Morris (Hon); 13. Joshua Coppins (Suz); 14. Paul Cooper (Kaw); 15. Mark Eastwood (Hon).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Stefan Everts (Hon); 3. Yves Demaria (Kaw); 4. Pit Beirer (Hon); 5. Tallon Vohland (Yam); 6. Marnicq Bervoets (Suz); 7. Mickael Maschio (Yam); 8. Peter Iven (Kaw); 9. Paul Cooper (Kaw); 10. Joshua Coppins (Suz); 11. Christian Stevanini (TM); 12. Vico Garcia (Yam); 13. Serge Guidetty (Hon); 14. Saso Kragelj (Suz); 15. Miska Aaltonen (KTM).

O/A: 1. Sebastien Tortelli (Kaw); 2. Stefan Everts (Hon); 3. Yves Demaria (Kaw); 4. Tallon Vohland (Yam); 5. Pit Bierer (Hon); 6. Marnicq Bervoets (Suz); 7. Mickael Maschio (Yam); 8. Peter Iven (Kaw); 9. Paul Cooper (Kaw); 10. Joshua Coppins (Suz); 11. Frederic Bolley (Hon); 12. Joakim Karlsson (Hon); 13. Christian Stevanini (TM); 14. Leon Geisbers (KTM); 15. Vico Garcia (Yam).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 9 of 16 rounds): 1. Stefan Everts (323/4 wins); 2. Sebastien Tortelli (316/4); 3. Pit Bierer (234/1); 4. Frederic Bolley (172); 5. Tallon Vohland (140); 6. Mickael Maschio (130); 7. Marnicq Bervoets (129); 8. Joakim Karlsson (124); 9. Leon Geisbers (91); 10. Werner Dewit (86); 11. Yves Demaria (75); 12. Paul Cooper (71); 13. Jaimy Scevenels (59); 14. Justin Morris (55); 15. Joshua Coppins (53).

Round 7: Montevarchi Motocross Park

Vuillemin again

By Geoff Meyer

MONTEVARCHI, ITALY, JUNE 28

Having finished in second place in the American West Coast 125cc Supercross Championship Series, one would think that French rider David Vuillemin was going for the number-one plate in the World 125cc Motocross Championships this year. Vuillemin, who has won the past three rounds of the 125cc Championship, is looking like a cat about to pounce on a poor, defenseless mouse, yet the Yamaha-mounted rider is still talking second or third place.

"At the start of the year, I wanted to finish top three, so that is going okay - if I get top three, I'm happy," said the honest Vuillemin.

When the 125cc Series entered Montevarchi for the seventh round, Vuillemin was some 20 points behind defending champion and series leader Alessio Chiodi of the Husqvarna team; now, after Montevarchi, it's just four points.

In timed practice, it was Chiodi who blasted around the Italian track with the quickest time of 2:18.951, and the best Vuillemin could do was a 2:19.122, enough for second fastest, yet still one second slower than Chiodi's time.

By the time the first moto was halfway over, though, Vuillemin was looking at closing the points deficit, as Chiodi sat trackside with a blown Husqvarna.

"My bike just made a sound and stopped," said Chiodi.

As for Vuillemin, a third place and 15 points left him just seven points back from the series leader. It was Alessandro Puzar who won the first moto, ahead of Honda-mounted Luigi Seguy. Puzar had also made up valuable points on the sidelined Chiodi.

"By the time we get to the last round, it will be anybody's guess who wins," said Puzar.

Moto two, and this time Vuillemin won going away, with Chiodi second and Puzar rounding out the top three.

"I know if I make one mistake, the championship is over," said Vuillemin. "It's all about getting enough points on the others, and if I keep riding like this, then I can win."

Chiodi had another story.

"If I keep blowing my motors or losing chains (the latter happened to him at the previous round), then I will not win," Chiodi reasoned. CN

Montevarchi Motocross park
Montevarchi, Italy
Results: June 28, 1998 (Round 7 of 11)

MOTO 1: 1. Alessandro Puzar (TM); 2. Luigi Seguy (Hon); 3. David Vuillemin (Yam); 4. Massimo Bartolini (Hon); 5. Claudio Federici (Yam); 6. Erik Camerlengo (Yam); 7. Alessandro Belometti (Yam); 8. Brian Jorgensen (Suz); 9. Steve Ramon (Kaw); 10. Frederic Vialle (Yam); 11. Patrick Caps (Yam); 12. Paul Malin (Yam); 13. Thomas Traversini (Hus); 14. Luca Cherubini (Yam); 15. Luca Pretto (KTM).

MOTO 2: 1. David Vuillemin (Yam); 2. Alessio Chiodi (Hus); 3. Alessandro Puzar (TM); 4. Luigi Seguy (Hon); 5. Claudio Federici (Yam); 6. Luca Cherubini (Yam); 7. Michele Fanton (Kaw); 8. Carl Nunn (Yam); 9. Thomas Traversini (Hus); 10. Alessandro Belometti (Yam); 11. Brian Jorgensen (Suz); 12. Moises Bernadez (Hon); 13. Paul Malin (Yam); 14. Abel Bernadez (Hon); 15. Christian Ravaglia (TM).

O/A: 1. David Vuillemin (Yam); 2. Alessandro Puzar (TM); 3. Luigi Seguy (Hon); 4. Claudio Federici (Yam); 5. Alessio Chiodi (Hus); 6. Alessandro Belometti (Yam); 7. Brian Jorgensen (Suz); 8. Massimo Bartolini (Hon); 9. Luca Cherubini (Yam); 10. Thomas Traversini (Hus); 11. Erik Camerlengo (Yam); 12. Michele Fanton (Kaw); 13. Carl Nunn (Yam); 14. Paul Malin (Yam); 15. Steve Ramon (Kaw).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 7 of 11 rounds): 1. Alessio Chiodi (194/3 wins); 2. David Vuillemin (190/3); 3. Alessandro Puzar (181/1); 4. Claudio Federici (110); 5. Carl Nunn (108); 6. Luigi Seguy (102); 7. Brian Jorgensen (100); 8. Alessandro Belometti (83); 9. James Dobb (75); 10. Erik Camerlengo (71); 11. Frederic Vialle (67); 12. Phillipe Dupasquier (63); 13. Michele Fanton (49); 14. Cedric Melotte (Yam); 15. Dave Strijbos (44).

FIM World C'ship 500cc MX Series
Round 8: Slovakian Grand Prix

Speedy Bartolini

By Alex Hodgkinson

POVAZSKA BYSTRICA, SLOVAKIA, JUNE 28

Andrea Bartolini put his disappointment regarding the previous week's Czech GP behind him to bounce back with a double win at the Slovakian 500cc MX GP, his speed down the hilly track proving to be the decisive factor.

Joel Smets was the other big winner of the weekend, so to speak, as his two second places (after a week on antibiotics) extended his points leads to 40, as his nearest rival, Darryll King, DNF'd race one.

The long gravel start straight was perfect for the Husqvarna trio and only Smets was still with them at the first turn. The Champion banged bars with Darryll King for the lead through the first few turns before settling down in second.

"I could see Darryll was making mistakes," Smets said, "and after my first serious attempt to pass didn't work out, I backed off a little for a few laps. The next hill came, I went for the lead at the bottom of the hill, and it worked."

The Kiwi explained his difficulties.

"I was missing gears from the word go," King said. "At first I thought it was me, but then it started jumping out of third."

After dropping downfield, the World number two sensibly quit before hurting himself.

Still, the winner was not to be Smets.

"I've been sick in the week and taking antibiotics," Smets said. "I was glad just to make a result here, and when I passed Darryll, that was all I needed. I knew that I couldn't hold off Andrea if he came up on me. He is the fastest this week."

Indeed, the Italian was the fastest, having topped qualification by a second and a half.

"I had a problem out of the gate," Bartolini said. "Shayne King came across me. Peter (Johansson) had already warned me he (King) is riding wild, and now I know it for myself. I was angry with myself for a while, and it took me a few laps to settle down."

From 14th, Bartolini needed just 25 minutes to snatch second and nine minutes more to pass Smets for the win.

A broken throttle cable for Johan Boonen, while holding fifth, meant that Bernd Eckenbach was the only Husqvarna finisher, in third.

Peter Johansson had gone out on lap one.

"Thierry Klutz decided not to jump the uphill double at the last moment, and I was already committed," Johansson said. "I landed on his back and my right shoulder popped out of its socket."

The second moto was much easier for Bartolini.

"I had no problems at the start this time and was in fifth place," he said. "From there I could ride a relaxed race and I already had the lead after 12 minutes."

Eckenbach had led until then; then he gave way to Smets after 27 minutes, only to reinherit second place when the champion fell a few laps from the end. A last-lap pass by Smets saw a repeat of the first-race podium.

Rob Herring was the only two-stroke in the hunt, hanging on in a very close sixth for half an hour despite being in trouble early on.

"I got a rear flat on about the fourth lap," he said.

In the end he had to slacken his pace, however, and again came home eighth. CN

Motocrossovy Areal Sverepec
Povazska Bystrica, Slovakia
Results: June 28, 1998 (Round 8 of 12)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Joel Smets (Hbg); 3. Bernd Eckenbach (Hus); 4. Gert-Jan Van Doorn (Hon); 5. Erwin Machtlinger (Hon); 6. Danny Theybers (Hbg); 7. Chris Burnham (Hon); 8. Rob Herring (Hon); 9. Shayne King (KTM); 10. Siggi Bauer (KTM); 11. Jochen Jasinski (Yam); 12. James Marsh (KTM); 13. Avo Leok (Hon); 14. Mats Andreasson (Hon); 15. Damien King (KTM).

MOTO 2: 1. Andrea Bartolini (Yam); 2. Joel Smets (Hbg); 3. Bernd Eckenbach (Hus); 4. Darryll King (Hus); 5. Peter Johansson (Yam); 6. Danny Theybers (Hbg); 7. Erwin Machtlinger (Hon); 8. Rob Herring (Hon); 9. Gert-Jan Van Doorn (Hon); 10. Miroslav Kucirek (Hon); 11. Jochen Jasinski (Yam); 12. Avo Leok (Hon); 13. Shayne King (KTM); 14. Willie Van Wessel (Hon); 15. James Marsh (KTM).

O/A: 1. Andrea Bartolini (Yam); 2. Joel Smets (Hbg); 3. Bernd Eckenbach (Hus); 4. Gert-Jan Van Doorn (Hon); 5. Erwin Machtlinger (Hon); 6. Danny Theybers (Hbg); 7. Rob Herring (Hon); 8. Darryll King (Hus); 9. Shayne King (KTM); 10. Jochen Jasinski (Yam).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINT STANDINGS (After 8 of 12 rounds): 1. Joel Smets (260/3 wins); 2. Darryll King (220/1); 3. Andrea Bartolini (199/3); 4. Peter Johansson (167); 5. Bernd Eckenbach (160/1); 6. Gert-Jan Van Doorn (142); 7. Shayne King (133); 8. Rob Herring (128); 9. Johan Boonen (94); 10. Erwin Machtlinger (86); 11. Rupi Walkner (64); 12. Chris Burnham (60); 13. Avo Leok (58); 14. Willie Van Wessel (53); 15. Jochen Jasinski (53); 16. Danny Theybers (51); 17. James Marsh (39); 18. Mats Nilsson (33); 19. Damien King (17); 20. Miska Aaltonen (14).

Upcoming Rounds:
Round 9 - Ernee, France, July 19
Round 10 - Namur, Belgium, August 2

(Above) Yamaha's David Vuillemin recorded his third straight 125cc GP win, in Italy. He has closed to within four points of series leader Chico Chiodi. (Right) Yamaha's Andrea Bartolini swept the 500cc MX GP in Slovakia.

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

(#2277) This Is Motocross
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

(#2106) 1997 World 500cc MX Series Review
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

(#2105) 1997 World 250cc MX Series Review
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

(#2104) 1997 World 125cc MX Series Review
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

(#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

SUPERCROSS

(#50) Arenacross Madness
An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

(#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

ROAD RACING

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#1492) 1992 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1519) 1993 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1541) 1994 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1559) 1994 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1561) 1995 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1579) 1995 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1705) 1996 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1580) 1996 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1721) 1997 Bike GP 500 Series Review
The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. **$39.95**

(#1581) 1997 Bike GP 125/250 Series Review
This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. **$34.95**

(#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

(#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

(#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

(#1480) Best Bike GPs of the Decade
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

(#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

(#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

(#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

(#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

(#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

(#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

(#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

(#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

(#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

(#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

"ISLE of MAN TT"

(#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

(#1002) TT Tribute
Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. **$34.95**

(#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

(1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

(#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

(#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

(#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

(#1285) 1992 Isle of Man TT
A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. **$34.95**

(#1288) 1993 Isle of Man TT
Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. **$34.95**

(#1295) 1994 Isle of Man TT
"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. **$42.95**

(#1300) 1995 Isle of Man TT
"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. **$42.95**

(#1601) 1996 Isle of Man TT
"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. **$42.95**

(#1604) 1997 Isle of Man TT
"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. **$42.95**

TRIALS

(#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

(#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley, also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

(#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

(#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

(#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

(#2061) 1997 Sheffield Arena Trial
Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ot Pi dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. **$34.95**

(#208B) 1997 Wagner Cup World C'Ship Trial
All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top; Japanese teenagers Kuroyama & Fujinami put pressure to the stars, Tarres in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. **$39.95**

SPEEDWAY

(#45G) 1997 U.S. Speedway National C'Ship
In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Daloisio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. **$29.95**

(#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Lenk Video. **$34.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Lenk Video. **$34.95**

(#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

(#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

(#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

(#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

(#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

(#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

(#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

(#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

(#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

(#144) Vintage Cycle Journal
The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Presentations. **$24.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

(#1020) Ride Like the Wind
An escape video for the armchair dreamer....Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

(#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

VIDEO MAGAZINES

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

(#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

(#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

FREE RIDING & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10B) Crusty Demons of Dirt: 3
Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pastrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

(#58) Sick Air
Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **$24.95**

(#59) Get Off!
A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **$24.95**

(#61A) Throttle Junkies
Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **$24.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$19.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#120C) Terrafirma 4
Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavrin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-XXX
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-XXX 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first.. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#1793) Evel Knievel's Spectacular Jumps
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

(#1792) Evel Knievel: Last of the Gladiators
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

(#5268) Best of Havoc
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

(#5271) Best of Havoc 2
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

(#5260) Bike Havoc
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

(#5274) Havoc 14
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

(#2501) Crash Kings MX
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

(#5143) Crash Kings Bikes
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

(#5139) Crash Kings Bikes 2
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

(#5279) Crash Kings Bikes 3
The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

(#5552) The Ultimate Ride
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

(#5556) Ultimate Ride 2
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

(#143) 5th Gear Pinned
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

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This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

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Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

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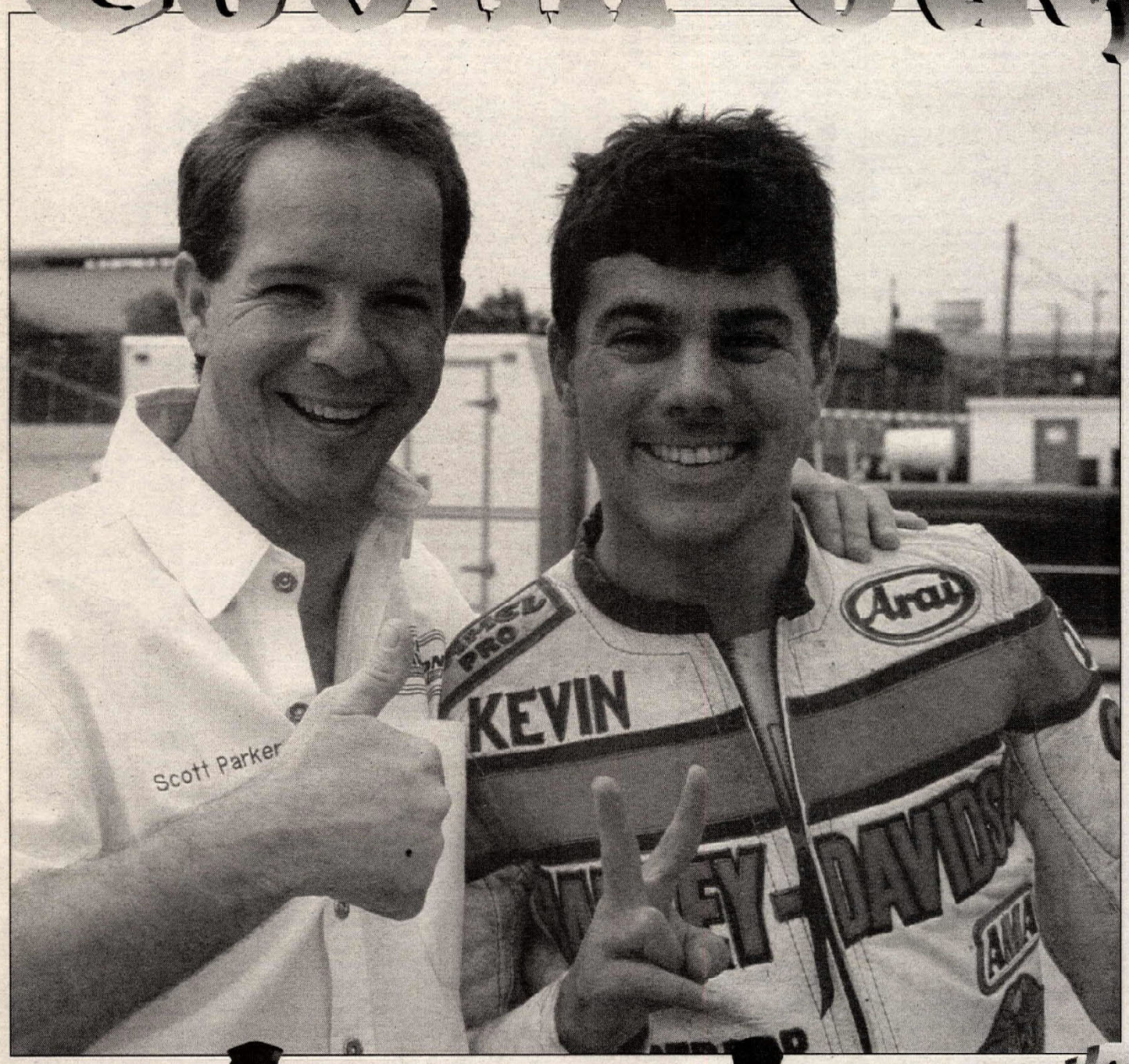

Long time, no see: Reigning AMA Grand National Champion Scott Parker (left) grabs hold of protege and former title rival Kevin Atherton (right) at the Harley-Davidson 95th anniversary celebration in Milwaukee, just long enough for *Cycle News* to grab a photo. Atherton is alive and well, and has no plans to return to dirt track anytime soon.

By Scott Rousseau

The offices of *Cycle News* have been receiving a fairly steady stream of letters and phone calls since the beginning of the 1998 AMA Grand National Championship Series season, and all have wanted to know the same thing: Where the heck is Kevin Atherton?

To longtime readers and fans of dirt track racing, the question may have seemed valid enough. After all, Atherton had just enjoyed two stellar seasons with the Michigan-based Total Control Racing team - especially 1996, which saw him win six out of the last 10 races and stand on the podium in 10 out of the last 11 before finishing second in the standings to Scott Parker.

Then, after running well again all season and claiming three more Grand National wins, bringing his career total to 11, Atherton appeared to surprise his fans - and even his team and sponsors - by announcing that he planned to go road racing in 1998. That announcement then appeared to be somewhat substantiated by TCR's announcement of its three-rider team of Will Davis, Paul Bergstrom and Nicky Hayden, made in conjunction with a name change to Tom Cummings Racing after Cummings purchased the team from Benson Ford Jr.

Atherton was briefly spotted walking behind pit row on Pole Day for the Daytona 200 during Camel Motorcycle Week.

Then, no Kevin. Anywhere. And the letters and phone calls began pouring in, as did rumors that Atherton was going stock-car racing or Indy-car racing. Or was getting ready to check himself into the Betty Ford Clinic.

Well, we found Kevin Atherton - it wasn't that hard to do - and we took the chance to chat with him and set the record straight. So stop calling.

So, what have you been doing with yourself?

Just being a normal 27-year-old guy, man.

And what is that like?

It's relaxing. I'm just enjoying myself, really. How else can I put it? There's a lot more to life than racing motorcycles. I mean, ever since I was 4 years old, I've been racing motorcycles - every weekend. I recently did one of my first family reunions in a long time, went to my cousin's graduation and saw a lot of relatives that I haven't seen in a long time. I wouldn't have been able to do that if I'd had to go to some race track.

But I still ride motorcycles every day. I just turned 22,000 miles on my 916. I still love to go fast on a motorcycle, but I've just been bored with it the last couple of years. I just have no enthusiasm to go racing.

I went to Milwaukee for that 95th anniversary celebration all-star race at State Fair Park. I jumped on the thing and was going fast right after the third lap. I was competitive, but that was just an exhibition race, and nobody had anything to prove. Even then I thought, 'Maybe this will get my ambition going again.' But it was like, 'Nope.' I turned around and headed back down to North Carolina, where I'm staying, and headed out onto the lake to go water-skiing. I'm just relaxin', hanging out with friends and being a normal guy.

It seemed like it wasn't long after you left that the rumors started flying. People were saying that they'd heard you were in trouble with alcohol and things like that. How do you respond to that?

(Sighs) Oh man... I'm sure there's all kind of rumors like that going on, but they're not true at all. People say things, but you oughta believe nothing of what you hear and half of what you see. Really, they can say anything they want to, and it's not gonna bother me. I don't have anything to prove to anyone.

Describe the whole scenario behind your leaving TCR. A lot of confusion was brought about by your announcing that you were leaving to go road racing. What really happened there?

Well, it was actually in the middle of last year - before Indianapolis - that I just started getting bored with it and wanted to do something different. I thought that I'd like to get on a road racer at the time, but then when I really think about it, I don't even want to do that. I don't want to spend every weekend at a race track anymore.

So, at Indianapolis, I talked to Benson (Ford) about it and told him that I really didn't want to do it anymore, and I talked to T.C. and Davey (Watts) about it before the California swing. It was nothing to do with the team or anything like that. It was a decision I'd made for myself that there was more to life than racing.

Even then, I thought that I'd still do a couple races this year, you know, like the TV races. Then, as it came closer to doing it, I decided that I wasn't into it. And so that wouldn't be fair to a team owner if I went out there and wasn't really interested in it. That's when you get hurt or things go wrong. Like I said,

I just don't have the enthusiasm right now to go racing.

What about the talk that you were looking to go car racing?

Well, I've gotten into this car stuff down here (in North Carolina), going to the races and stuff, and I'm not even too excited about that. It's all politics.

You lived in Indianapolis for a while, too, didn't you?

Yes. I actually moved there while I was still racing because I wanted to be in a bigger city with a race-oriented environment. And the Indy-car stuff intrigues me. They're right on the edge like we are with the motorcycles. But it's quite a different group of people running that. I don't even know where I'd get my foot in the door. It's huge money, and you've got to have a lot of money to get into it.

How did you wind up in Charlotte?

I've got a buddy who races those NASCAR SuperTrucks down here, and he invited me down here. So I just came down and have been hanging out and going to the races. It's a good time, and I've met some very good people down here, trying to get my feet wet. A lot of them that I've talked to would like to see more motorcycle racers in the cars, because they know that the motorcycle guys will race hard, but it gets back to the same old thing. There's such a huge market here that anyone can drive a car if they've got $3 million to spend.

You've also mentioned that you might try sprint-car racing, which would seem to be the most logical step for someone with your background.

My dad has a friend in Michigan who has a sprint car, and this guy would like to see me take a school and see what happens, because he would like to have someone local driving his car. I'll be heading back up to Michigan soon, and hopefully I can see what his plans are or if he's still interested.

And that's not saying that I'd even like to jump into a sprint car. I'd like to take the school just to do that for fun, not necessarily to try and go racing.

Have you even kept up on what's been going on in the Grand National Championship Series?

No. I've learned more from talking to you the last couple times than from anything else. I haven't even read a *Cycle News* since October of last year. I thought I would go to Parkersburg and watch that race because it's only about five hours from here, but I didn't do it.

How would you respond to dirt track fans who might feel that you have let them down? It seems like the unspoken rule is that a top rider such as yourself should be aboard a top motorcycle and contesting the series for posterity's sake.

I feel bad, because I know that they want to see me out there, but then again, I don't feel bad. I am my own person, and I make my own decisions. It (racing) is something I don't want to do. I know that they expect you - when you're healthy - to be on a motorcycle. It's like when people change jobs because they're tired of doing what they're doing. Well, I got tired of crappy race tracks and tired of having to see an orthopedic surgeon after every season.

I don't want to seem like an asshole or anything like that, but I just want do something different with my life. I'm not walking away or saying that I'm totally done with it - dirt track has brought some of the best times of my life - but people do change. I've enjoyed my career, and I don't have to prove anything to anyone. CN

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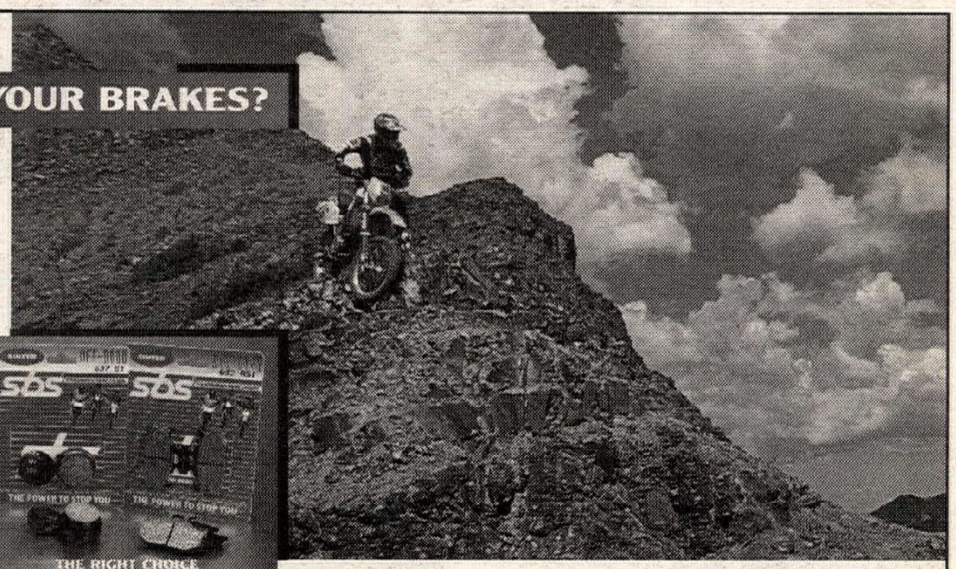

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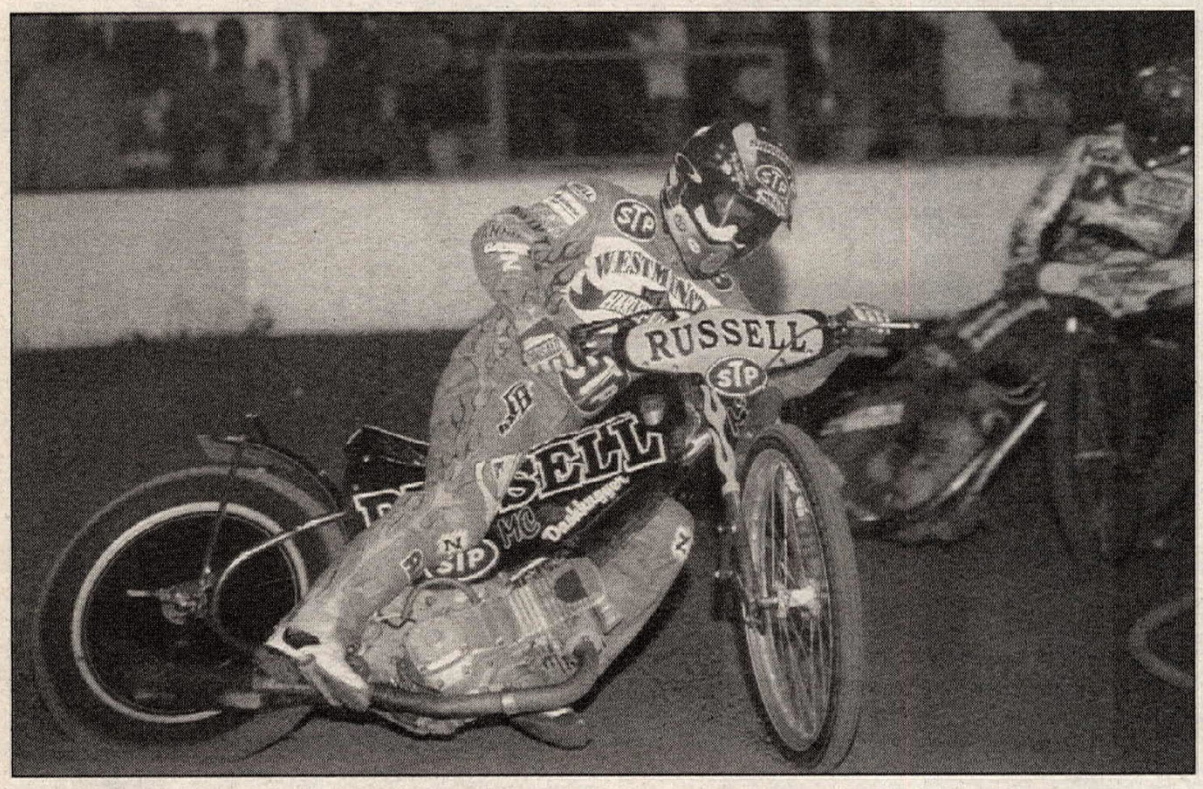


(Left) Bobby "Boogaloo" Schwartz capped off a perfect night of racing by remaining undefeated and scoring the inaugural Jack Milne Cup victory at Costa Mesa Speedway. (Below) The sidecar team of Peter Lewis and Jamie Macy was unstoppable in the tune-up event for the upcoming Fair Derby. The duo took a convincing victory.

By Elaine Jones
Photos by Mike Basso

COSTA MESA, JUNE 27

Bobby "Boogaloo" Schwartz was picture perfect Saturday night at Costa Mesa Speedway, as he won the inaugural Jack Milne Cup memorial race. Milne was the first American World Champion in any form of motor racing, capturing the World Speedway title back in 1937. Harry Oxley went to work in Jack Milne's motorcycle shop, and in 1969 they teamed up and opened the famous bullring speedway track at the Orange County Fairgrounds. The rest is history. Milne has left us, but his legacy lives on with the Jack Milne Cup.

The race format featured an all-scratch program, with three rounds of racing, two semis and a main event. Points were earned by finish, 4-3-2-1-0, with the top 10 moving on to the semis.

ROUND 1

John Aden opened up the night's action by reading the gate perfectly and leading from start to finish. "Fast" Eddie Castro went to work on the outside but could do no better than second. David Taylor held off reserve rider John DeFries for third, while Robbie Sauer fell victim to turn one and settled for the fifth. In the second heat, Johnny Walker cut the best gate, but Charlie "The Edge" Venegas ran him down and took the lead before one lap was in the books. Charlie Cooley, who has been really riding hot lately, had enough for the second behind his friend, with Shawn McConnell picking up the third.

Randy DiFrancesco like Sauer fell victim to turn one, where he spun out.

The third heat saw Jason Chism fall victim to the tapes, as he went into them, and if you touch the tapes, it is an automatic DQ. On the restart, Kon Baur came from the pole, got the jump on the field and held everyone at bay until the white-flag lap, when Rick Pearce got the drive out of four and won the race to the checkered. "Rad" Brad Oxley, who is normally the spoiler, had to settle for third, with Gary Ackroyd picking up fourth. The final heat of the first round had Schwartz, out of five, explode into the lead and never look back. Chris "The Kid" Manchester put on all kinds of pressure, but the veteran Schwartz never lost his cool and Manchester had to settle for second. In his first time out this season, Josh Larsen gave a good account of himself by coming away with a third-place finish. Andy "The Enforcer" Northrup was fourth, with rider of the week Paul Binnquist fifth.

ROUND 2

In heat five it was Larsen who got the jump on the field from the fourth slot. It was short-lived, as Schwartz moved him out of the way with one lap in the books and took command of the race. Larsen had more than enough for second, with Ackroyd, DiFrancesco and Taylor rounding out the field. In heat six, Cooley cut a great gate, which put him into the lead. Unfortunately, a red flag stopped the race, and on the restart, it was Chism, from the outside, who got the jump on the field and more than made up for his first heat by going wire to wire for the win. Northrup locked into second, with Cooley and DeFries third and fourth. Sauer fell victim to turn one again.

Castro put it all together in heat seven, breaking from the fourth gate and beating the field to the first turn. McConnell, working down low, was second for one lap before Venegas, taking the long way around on the outside, got by with one lap down. McConnell would end up third, with Walker and Baur making up the rest of the field.

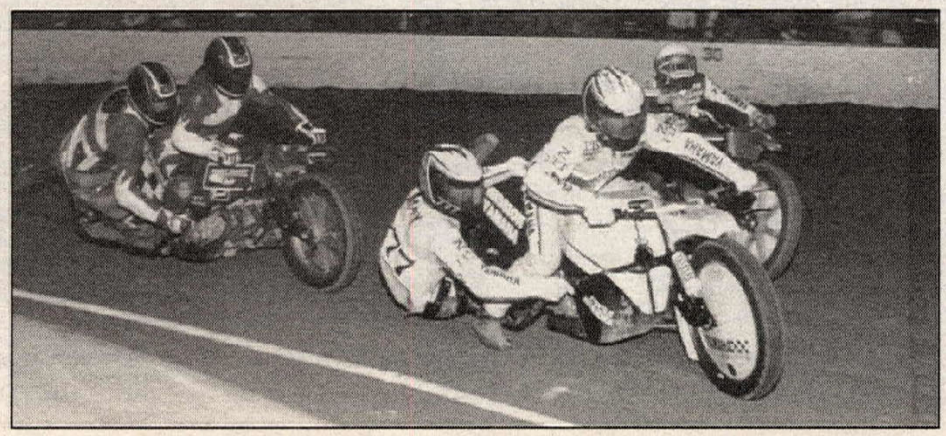
Manchester went heads up against Oxley in the final heat of the second round, and it was a barn burner. Manchester made the whole track work, and Oxley was looking for any kind of opening to get by. Throw Pearce and Aden into the mix, and it was a toss-up. No one made any mistakes, and they would finish in that order. Binnquist ran fifth.

After two rounds, Schwartz was the only undefeated rider. Venegas and Manchester were one point behind with one more round to go.

ROUND 3

A red flag hallmarked the first heat in the final round. Ackroyd was deemed to be the cause and he watched the race from the pits. On the restart, Venegas came from the outside and took it to the rest of the field. Pearce went after the leader, but Aden was knocking on Pearce's door, and Pearce was content with second. Aden was next, with Binnquist rounding out the field.

The red flag also came out in heat 10, when DiFrancesco touched the tapes. He argued his case, saying it was his visor, but the ref wasn't having any, and DiFrancesco's night was over. On the restart, Larsen got the call and went out on top from the second gate. Castro and Northrup went at it for second. Northrup took full advantage when Castro spun out in turn one, and Northrup ran second. Taylor ended up fifth, as he was unable to get his bike started and didn't make the call.



The intensity level was rising in heat 11. Chism got overanxious, touched the tapes and was DQ'd. They lined up again, and this time it was a clean start. Schwartz again came up with the start that put him into the lead. McConnell was on the ball as he slid into second, with Cooley in third and Sauer in fourth. They would finish in that order, giving Schwartz his hat trick.

In the final heat race of the night, Manchester looked like a contender as he came from the middle of the track and took the lead. Oxley again was playing the role of spoiler in second, but Manchester gave him no openings he could use and he would have to be happy with second. Walker and DeFries were third and fourth, with Baur falling victim to turn four on the first lap.

The points were so close that there was a four-way tie for the final three spots in the semis, necessitating a runoff. Cooley drew the pole, with Northrup in two and McConnell in three. On the far outside was Aden. When the gate came up, Aden broke to the front, with Northrup in second. McConnell went to work down low and soon had third. Cooley spun out in one and pretty much sealed his fate, leaving the top three to advance.

SEMIS

The first semi had Manchester on the pole, with Venegas in two and Oxley in three. Pearce drew four, with McConnell in five. They all came out of the gate pretty evenly, but it was Venegas who turned it up a notch and took the lead, with Manchester in second. McConnell took a major risk by going high and then trying to dive under everyone. It gave him the third, with Pearce in fourth and Oxley in fifth. Oxley went to work, picking off Pearce by the second lap and then getting by McConnell as they hit the white flag. Unfortunately time ran out on Oxley, as only the first two advanced to the main, and that meant Venegas and Manchester. Oxley and McConnell would have one more chance in the LCQ.

Schwartz drew the pole in the second semi, with Larsen in two and Castro in three. Aden was in four, with Northrup in five. One lap into the race, there was a horrendous crash down the front straight. No one was quite sure what happened, but Aden went head over applecart, with his bike ending up at the wall and Aden in the infield. Schwartz's bike did a major loop going high into the air and Schwartz let it go while he slid down the straightaway on his backside. Castro got a piece of it, with the wheel and front forks on his bike pushed back into the motor. Miraculously, no one was seriously hurt, and the only one unable to restart was Aden, because his bike was too damaged. On the restart, it was Schwartz who flat took it to them, letting everyone know he was going to be the man to beat. Larsen transferred to the main with Schwartz, while Northrup and Castro got one more shot.

LAST-CHANCE QUALIFIER

Oxley finally got a pole start, with Castro in two and Northrup and McConnell in three and four. When the gate came up, it was Oxley who got the best start. McConnell was out second,

while Castro went down in one, causing Northrup to go way high to keep from hitting him. No red flag came out since Castro got right up and back into the race. He would finish third, but only one would go to the main, and that would be Oxley.

MILNE CUP FEATURE

It came down to five men and four laps. Schwartz drew the pole, with Venegas in two and Larsen in three; Oxley was in four and Manchester was in five. When the gate came up, everyone knew it was going to be a war. Schwartz, "The Master of the Gate," read it perfectly and was quickly out in front, but Venegas and Larsen were well within striking distance, and everyone had the gas all the way up. No one was backing down. Schwartz was making the track as round as possible, using every inch of it to keep Venegas from getting around him on the outside.

Oxley was on the move, getting around Larsen and taking it to Venegas in hopes of getting around him. Manchester was also in the hunt, trying to move Larsen off the groove. Oxley tried to make the low line work, but it was too little, too late and all he could do was follow Venegas. Schwartz put the icing on the cake as he capped off a night of undefeated racing. Manchester got by Larsen on the white-flag lap for fourth.

The first Milne Cup was in the books, and what a great first winner it had in Schwartz, who has been such a part of Speedway for so long. The cup used as the top prize was a gift from Jack to Brad Oxley many years ago, and it was Brad who came up with the idea of this great race as a tribute to such a wonderful man. Oxley took the cup and had it mounted on a wood base on which each winner's name will be inscribed.

SIDECAR/SUPPORT

The sidecars were getting their final fine tune before the big Fair Derby race, and their nerves were showing, too. The main-event lineup had Duane Carmont and Richard Tailing on the pole, with current National Champions Peter Lewis and Jamie Macy in two. Bob Brayton and Parke Weaver were in three, and on the outside it was Jeff Carr and Mike Moreno.

The first try at a go saw Lewis and Macy flip coming out of two, and the red came out. Everyone was able to restart and, again, it looked like a stampede when the gate came up. Lewis and Macy were out first, and Brayton and Weaver looked to be in second, but something happened coming out of two and Weaver was spit off the bike. No red came out, and they watched from the infield as Lewis and Macy went on to win. Carr and Moreno were second, but not without a hard fight from Carmont and Tailing.

The Support main was cut short due to crashes and the win was given to Bryan Thompson, with Joe Winston second and Randy Skinner third. Mark Prentice topped Mike Boyle and Scott Mersereau to win the Support B main. CN

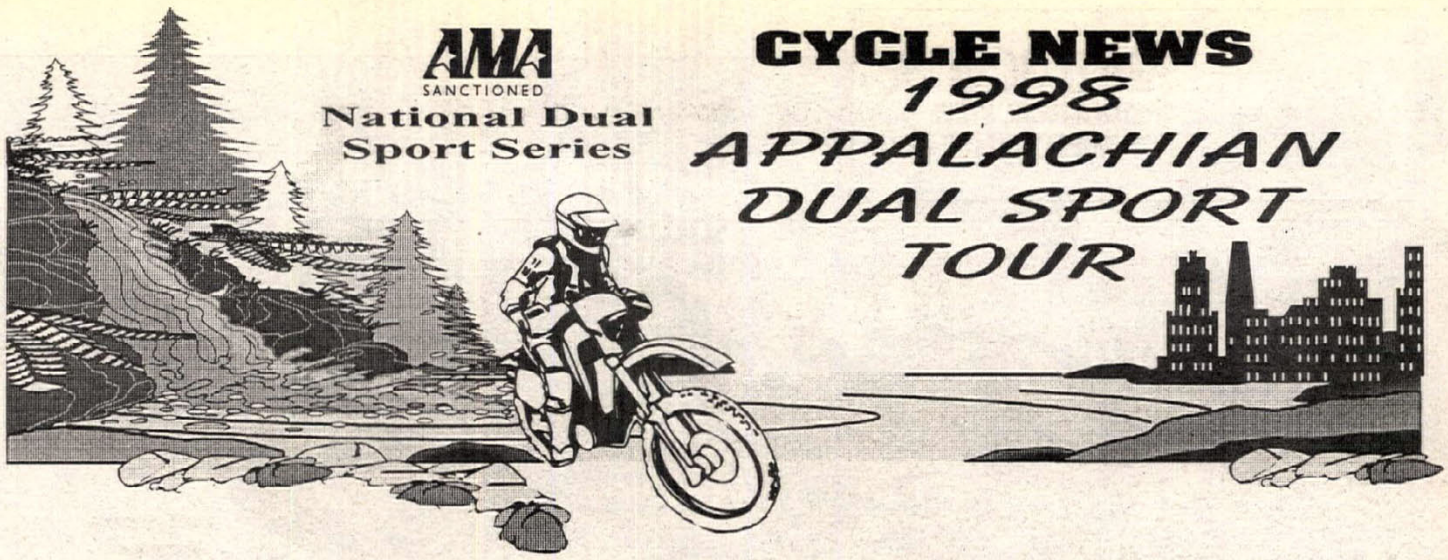
Orange County Fairgrounds
Costa Mesa, California
Results: June 27, 1998

MILNE CUP: 1. Bobby Schwartz (GM); 2. Charlie Venegas (GM); 3. Brad Oxley (GM); 4. Chris Manchester (Jaw); 5. Josh Larsen (GM).

SIDECARS: 1. P. Lewis/J. Macy (Yam); 2. J. Carr/M. Moreno (Kaw); 3. D. Carmont/R. Tailing (Hon); 4. B. Brayton/P. Weaver (Hon).

SUP: 1. Bryan Thompson (Jaw); 2. Joe Winston (Wes); 3. Randy Skinner (Jaw).

SUP B: 1. Mark Prentice (Jaw); 2. Mike Boyle (Jaw); 3. Scott Mersereau (Jaw).



CYCLE NEWS
1998
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JULY 18 & 19
TOUR 3
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BLACKWATER 200 1998

Schedule of Events:

Rank: Scenic & Easy

AWARDS
(Only 2-Day Participants eligible)

Silver Fox (Oldest Rider)	DUNLOP Scavenger Hunt - Win 4 Car Tires
Iron Butt	ANSWER Poker Run - Win an Answer Riding Jacket
Hard Luck	Knucklehead
Sportsmanship	Annie Oakley (Female Achievement)

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
		KTM Lunch
	6:00PM	Last Check-In
	6:00PM	CYCLE NEWS/DUNLOP/ANSWER/ SUZUKI Dinner, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check-Out
		KTM Lunch
	3:00PM	Awards

PRE ENTRY FEES

2-Day Rider:	$75.00
1-Day Rider:	$40.00
2-Day Passenger:	$40.00
1-Day Passenger:	$20.00
At Event:	Add $5 each

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Hart X4

By Clay Light

EUGENE, OR, JUNE 28

Led Zeppelin's classic 1970s tune "The Song Remains the Same" would have been the perfect anthem at this year's running of the Steve McQueen Memorial Vintage Motocross. Call it déjà vu, or the same old song and dance, but Grayson Hart was on top of his game and that resulted in four victories for the Oregonian.

Hart continued his winning ways during vintage motocross action in the event that marked the 13th annual tribute to the late Steve McQueen. In addition to the McQueen tribute, this race also doubled as the sixth round of the AHRMA West Regional Series and round two of the newly implemented AHRMA Lumberjack Series.

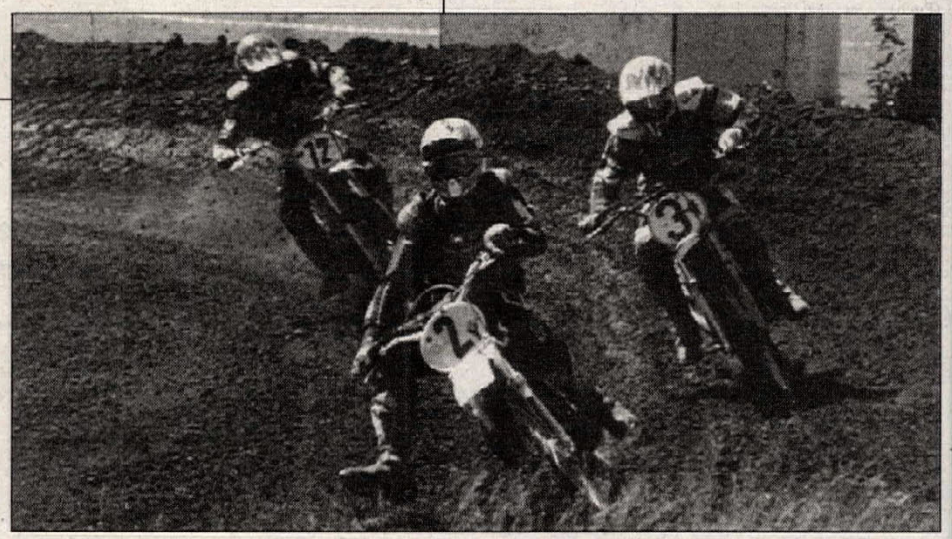
And for the third year in a row, Hart won three or more classes. In fact, the 34-year-old broke his own personal record by topping four classes - the 125cc, 250cc and Over 30 Expert classes and the Evolution Expert class.

Also posting impressive performances with double class wins were Scott Fisher (125cc Sportsman Intermediate and 125cc Classic Intermediate); Russ Lynch (125 and 250cc Novice); Jon Morgan (250cc Intermediate and Evolution Intermediate); and CZ rider Neil Giertsen (Sportsman 500cc Expert and Classic 500 Intermediate).

Riders in attendance were drawn from a seven-state radius as well as from two Canadian Provinces in tribute to McQueen, the actor/ISDT team member/motocrosser/enthusiast/collector who succumbed to cancer prior to the first event here bearing his name in 1986.

Hart rode his 1974 Honda CR250 Elsinore to his first overall win of the day in the 250cc Expert class, but it was Dallas Nyblod who jumped out to the early lead. Prior to Hart's current reign of vintage supremacy, it was Nyblod who held such honors in the early 1990s. And it was Nyblod out front for a lap. That's when Hart shot past - never to be headed again in moto one.

(Above) Grayson Hart won four classes during the Steve McQueen Vintage Motocross in Oregon - 125cc, 250cc, Over 30 Expert and Evolution Expert. (Right) Dallas Nyblod (2Y) leads Joe Casey (3K) and Hart (72) in the first 250cc Expert moto. Hart managed to pass both Nyblod and Casey to take the win. (Below right) Nyblod (2Y) leads Casey in the Over 40/Over 30 Expert moto. In addition to serving as a tribute to the late Steve McQueen, the race also doubled as a round of the AHRMA West Regional Series.



This left Nyblod to fend off the likes of perennial Hart runner-up Joe Casey and veteran Larry Legarra. Nyblod, who was returning from an injury-induced layoff, managed to hold off the duo to the finish to claim second place.

Moto two again had Nyblod putting his 1974 Yamaha YZ250 out front, and he maintained the lead for several laps. In fact, it looked as though the just-turned-40-year-old was set to put a stop to the Hart domination when Hart crashed. Unfortunately for Nyblod, his fine ride came to an end when the air-box boot on his YZ came loose and sucked dirt, causing his engine to seize.

"I thought I finally had him (Hart)," said a dejected Nyblod. "I haven't been able to ride because of my injury, then to come out and stay ahead of Grayson - it doesn't get much better than that."

With Nyblod out, Casey inherited the lead with two laps remaining and was able to hold off Hart's charge through traffic to score the win. Hart, however, grabbed the overall by virtue of his 1-2 tally, topping Casey's 3-1 and Legarra's 4-3.

Win number three for the MSR/Beaverton Honda-backed Hart came after a similar rampage in the combined Over 30/Over 40 Expert class. Again, Nyblod was the early leader, but he gave way to the slow-starting Hart, who went on to a decisive win.

In moto two, Hart led Casey, Legarra, Dennis Spence, Dirk Murphy, Bill Row and Ron Fish in a bunched-up battle behind Hart for Over 30 runner-up and Over 40 overall laurels.

Hart's win this time came with a 1-1 tally ahead of Casey and Fish.

In the competitive Over 40 class, Murphy took the overall with 4-2 showings to lead Rob Poole (3-3), Legarra (6-1), Row (5-4) and Spence (2-9).

After Hart had finished off his Vintage class sweep with a 125cc Expert-class win over Casey and Ed Flanigen, he then flew his Northwest Maico/CZ-backed Maico 490 to double moto wins in the Expert portion over the always-present Casey and Maico rider Jay Lael.

Yamaha-mounted Morgan topped the 250cc Intermediate class with his sheer consistency. Riding a 1973 Yamaha MX250, Morgan battled with the likes of CZ rider Chuck Standeford - the first-moto winner - then trailed Keith Webster and Cody Murphy in moto two for a 2-3 tally and the overall win.

Poole, who rode a 1967 BSA 250 to victory in the Classic 250cc Expert class, had his hands full with Ossa-mounted Murphy and Robert Borg, who rode a 1965 twin-pipe CZ.

Borg, though, would come back three races later to battle with Powroll Honda rider Fisher in one of the day's more closely contested races - the combined Classic 125cc Expert/Intermediate and Novice classes. Fisher led every lap of both motos, but Expert Borg, who rode a 1972 CZ, was in Fisher's shadow throughout.

While both riders won their respective classes, Greg Gilmore put together a 2-2 tally to finish second behind Fisher in the Intermediate portion, ahead of Russell Held and Steve Sprague. Janet Borg, who like her husband, Robert, rode a CZ, won the first Novice moto, but got caught in the starting gate in moto two, losing ground to overall winner Evan Mykelbust.

Janet Borg's day, though, wasn't a total washout, as the Smithfield, Utah, rider won the Women's Intermediate class over Debbie Poole and Novice winner Ava Casey.

Whenever former AMA Grand National Champion Dick Mann shows up to ride, he's always among the crowd favorites, and today was no different. Mann put his 1959 Monark 500 out front of the Premier 500cc Expert class and rode to a wire-to-wire win in the first moto, ahead of Dennis Hansen, Rob Poole and Ariel-mounted Legarra.

Moto two again saw Mann jumping out front. This time, Poole and Hansen, who was riding a Rickman-BSA, stayed on his rear wheel for several laps until Mann bobbled, allowing the pair to swoop past the racing legend. Mann stayed close, but it was Hansen grabbing the overall win via his 2-1 placings

to beat Mann's 1-3 tally and the 3-2 showings of Poole.

In the combined Intermediate class, Steen Hansen, who rode a 1960 BSA, won both motos to lead fellow Canadian Ken Burningham (2-2) and Californian Fred Mork (4-3), who were BSA- and ESO-mounted, respectively.

One of the day's best battles came in the Sportsman Open Twin class. Triumph-mounted Gene Boere and Rickman-mounted Terry Hyde battled throughout the first moto, with Boere taking the win. Boere, though, was a no-show in moto two and the burly Hyde took the win. Californian Danny Davies netted the victory in the Premier Open Twin class aboard his BSA.

Californians Todd Kohlmeister and Jerry Winkelbauer spent both Over 40 Intermediate-class motos in close company to nail down the top positions in the class. Maico-mounted Kohlmeister won the first moto, but Winkelbauer did the deed in moto two to capture the overall, ahead of CZ-mounted Kenny Brynn (3-3), Dana Salsman (4-4) and Reece Dengler. CN

Steve McQueen Memorial MX
Eugene, Oregon
Results: June 28, 1998

SPTSMN 125 NOV: 1. Russ Lynch (Yam); 2. Ava Casey (Hon); 3. Ellen Voermans (Hon); 4. Keith Hill (Puch); 5. Stephen Roos (Hod).
SPTSMN 125 INT: 1. Scott Fisher (Hon); 2. Greg Gilmore (Hon); 3. Rick Ball (Suz); 4. Russell Held (Yam).
SPTSMN 125 EX: 1. Grayson Hart (Hon); 2. Joe Casey (Hon); 3. Ed Flanigen (Hon).
SPTSMN 250 NOV: 1. Russ Lynch (Oss); 2. Darrel Kilgore (Yam); 3. Reid Saario (CZ).
SPTSMN 250 INT: 1. Jon Morgan (Yam); 2. Chuck Standeford (CZ); 3. Keith Webster (Hon); 4. Jeff Mitchell (Hon); 5. Tim Christie (Hon).
SPTSMN 250 EX: 1. Grayson Hart (Hon); 2. Joe Casey (Hon); 3. Larry Legarra (Hon); 4. Dallas Nyblod (Yam); 5. Ed Flanigen (Hon).
SPTSMN 500 NOV: 1. David Smirl (Hus); 2. Evan Myklebust (Hus); 3. Joe Cook (BSA).
SPTSMN 500 INT: 1. Neil Giertsen (CZ); 2. Jerry Winkelbauer (Hon); 3. Kenny Brynn (CZ); 4. Todd Kohlmeister (Mai); 5. LaFaye McCarver (Kaw).
SPTSMN 500 EX: 1. Ed Flanigen (CZ); 2. Donn Anderson (Hus); 3. Ron Melton (Bul); 4. Bill Row (Mai); 5. Ron Fish (Yam).
SPTSMN OP TW EX: 1. Gene Boere (Tri).
SPTSMN OP TW INT: 1. Terry Hyde (Ric-Tri).
30+ NOV: 1. Dave Guillory (Hon); 2. Pat Marshall (Hus).
30+ INT: 1. Keith Webster (Hon); 2. Jon Morgan (Yam); 3. Jeff Mitchell (Hon).
30+ EX: 1. Grayson Hart (Hon); 2. Joe Casey (Hon); 3. Ron Fish (Yam).
40+ EX: 1. Dirk Murphy (Hus); 2. Rob Poole (BSA); 3. Larry Legarra (Hon); 4. Bill Row (Hon); 5. Dennis Spence (Hon).
40+ INT: 1. Terry Winkelbauer (Hon); 2. Todd Kohlmeister (Mai); 3. Kenny Brynn (CZ); 4. Dana Salsman (Yam); 5. Reece Dengler (CZ).
40+ NOV: 1. Darrel Kilgore (Yam); 2. Louis Homil (CZ); 3. David Smirl (Hus); 4. Steve Davis (Bul); 5. Debbie Poole (CZ).
50+ NOV: 1. Bob White (Mai); 2. Dennis Rose (BSA); 3. Joe Cook (BSA); 4. John Gulliford (Ric); 5. Dick Marshall (Bul).
50+ INT: 1. Rob Iverson (Yam); 2. Tom Street (Hon); 3. Ken Burningham (BSA); 4. Dean Newton (BSA); 5. Dave Thorpe (Hus).
50+ EX: 1. Duane Spence (Hon); 2. Terry Hyde (Ric-Tri); 3. Danny Davies (BSA).
60+ NOV: 1. George Eadie (Yam); 2. Nate House (CZ); 3. Richard Mayer (Hon); 4. Jay Wahl (Rok); 5. Norm DuVall (Yam).
60+ INT: 1. Charles Standeford (Mai); 2. Rod Brasel (Bul).
60+ EX: 1. Richard McCormick (Hon); 2. Steen Hansen (BSA).
CLSSC 125 NOV: 1. Evan Mykelbust (Ric); 2. Janet Borg (CZ); 3. Stephen Roos (Hod).
CLSSC 125 INT: 1. Scott Fisher (Hon); 2. Greg Gilmore (Hus); 3. Russell Held (Ric); 4. Steve Sprague (Bul).
CLSSC 125 EX: 1. Robert Borg (CZ); 2. George Golling (Pen).
CLSSC 250 NOV: 1. Ron Breshars (Gre); 2. John Gulliford (Oss); 3. Debbie Poole (BSA).
CLSSC 250 EX: 1. Rob Poole (BSA); 2. Dirk Murphy (Oss); 3. Robert Borg (CZ).
CLSSC 500 NOV: 1. Kay Mann (BSA); 2. Chuck Bradford (BSA).
CLSSC 500 INT: 1. Neil Giertsen (Hus); 2. Ken Burningham (BSA); 3. Ed Parsons (BSA); 4. Steve Sprague (Bul); 5. Harold Heitmiller (BSA).
CLSSC 500 EX: 1. Ron Melton (Bul); 2. Mark Roler (AJS); 3. Dennis Hansen (BSA).
PREM OP TW EX: 1. Danny Davies (BSA).
PREM 500 INT: 1. Steen Hansen (BSA); 2. Dick Mann (Mrk); 3. Rob Poole (BSA); 4. Larry Legarra (Ari); 5. Fred Mork (ESO).
EVO NOV: 1. George Belanger (Mai); 2. Ken Randall (Yam); 3. Walter Welter (Bul).
EVO INT: 1. Jon Morgan (Yam); 2. John Zigler (Yam); 3. Scott Flint (Yam).
EVO EX: 1. Grayson Hart (Mai); 2. Joe Casey (Hon); 3. Jay Lael (Mai).
WMN INT: 1. Janet Borg (CZ); 2. Debbie Poole (CZ).
WMN NOV: 1. Ava Casey (Hon); 2. Ellen Voermans (Hon); 3. Julie Salsman (Yam).

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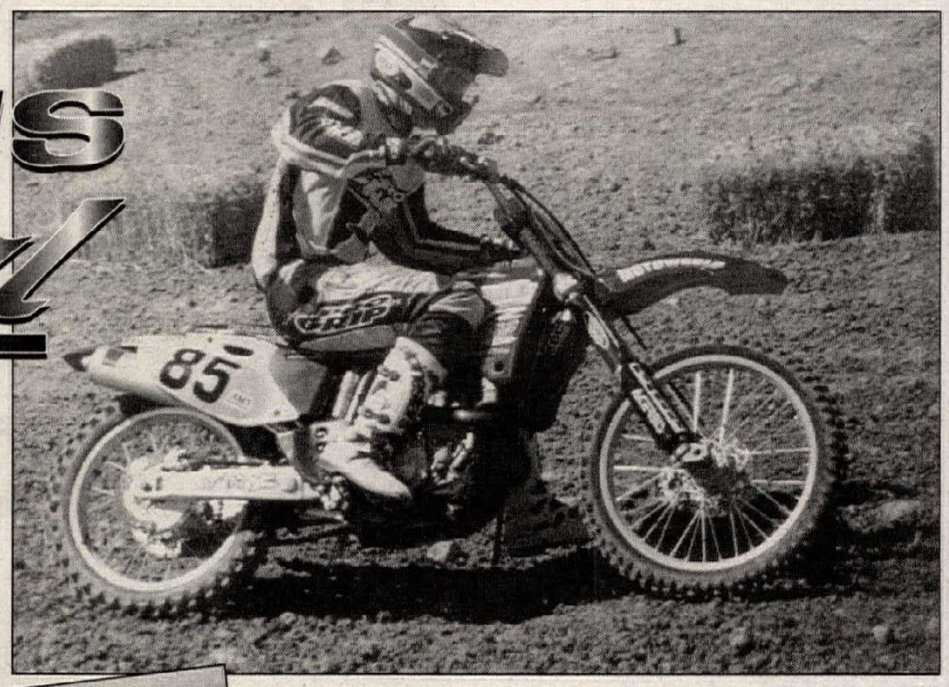
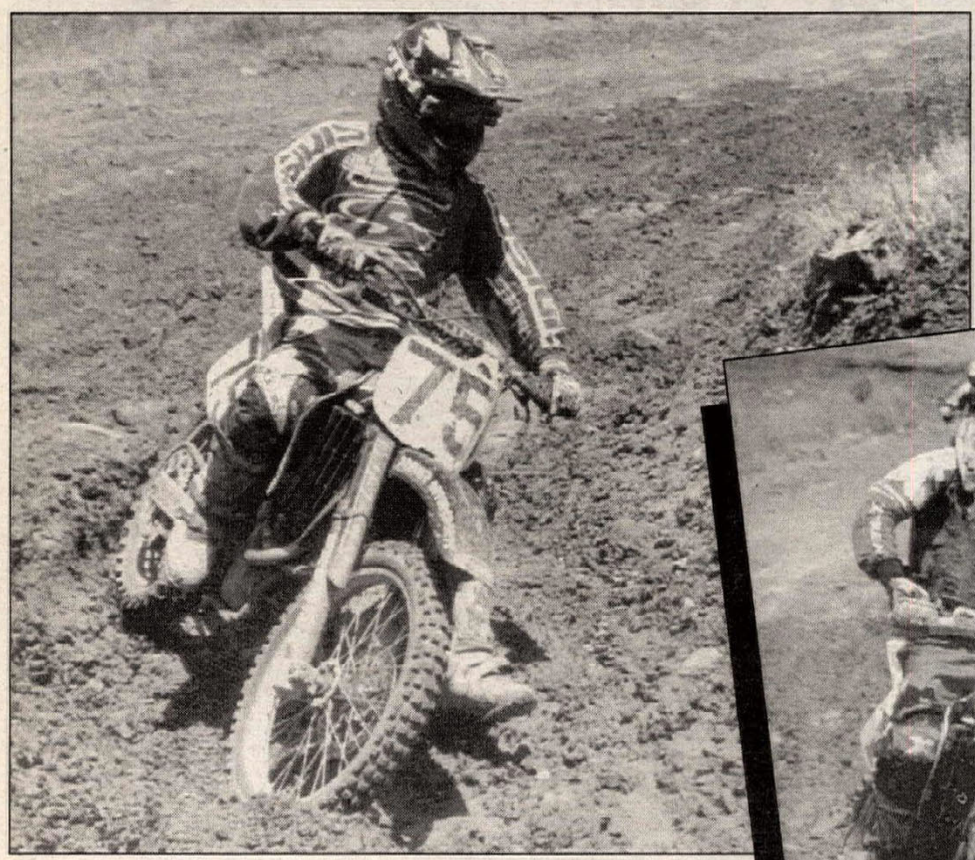
Round 5: Thunder Valley MX Park

LaMastus is for real





(Far left) Jimmy LaMastus went 4-1 to take the overall victory at Thunder Valley MX Park in Colorado. (Above) For the fifth time in a row, Greg Schnell took runner-up honors. (Left) Lance Smail saw his win streak come to an end. A broken footpeg was the culprit.

By Don Schneider

DENVER, CO, JUNE 28

Even though Lance Smail's winning streak came to an end at Thunder Valley MX Park in Colorado, Jimmy LaMastus made sure that Husaberg's string of victories continued, as he combined a 4-1 tally on his Phoenix Premier Motorsports FC501 to capture his first Four-Stroke National win.

LaMastus ended Smail's moto-winning streak at nine, but for all intents and purposes it was actually a broken footpeg in the second moto that did in Smail, who won the first moto in Colorado. Despite having to stop to replace the footpeg, Smail still finished eighth in the moto, giving him fourth overall on the day.

Motoworld of El Cajon, California's Greg Schnell continued his streak of sorts at Colorado as he posted his fifth straight runner-up position with a 3-2 tally. And Scott Myers, who was fresh off his three runner-up overall finishes at the Mammoth Mountain Motocross a few days earlier, posted his best overall finish of the season with third overall after piloting his The Racer's Edge Yamaha to a 2-3 moto tally. It was his first visit to the podium since 1996.

Another series best was turned in by Robert "Fig" Naughton. Aboard a Brown Brothers Racing Yamaha, Naughton went 6-4 for fifth overall. Rounding out the top 10 overall were Pat Gomm (5-5), Kevin Folley (8-6), Mike Ladner (9-7), Josh Kellogg (7-9) and Dave Newell (10-10).

Series leader Smail was caught off guard at the start of the first moto. When the starting board went sideways, the gate dropped immediately.

"I barely got the bike in gear and *wham* - the gate was down," Smail said. "This is supposed to be a National, where there is a grace period."

As the pack thundered up the huge uphill start chute, LaMastus held the point position. Schnell was right behind him, followed by Todd Downs, Andy Anaya, Myers and Naughton. Then came Tim Gerdl, Ladner, Foley and Kellogg.

Myers made an early move, thumping past Schnell for second.

"The start was great," Myers said, "but as I tried to catch LaMastus up the hill, I hit a major mudhole and a couple guys went by me."

LaMastus' lead, however, was short-lived, as Myers carved an inside line around LaMastus and had control of the race before the first lap was over. But there wasn't much he could do about the fast-approaching Smail, who was already picking riders off in bunches.

It wasn't long before Smail slipped past Schnell for third, then LaMastus for second. Once there, Smail had some work to do in order to catch the flying Myers, but Smail was up to the challenge and reeled in the Yamaha rider, passed him, and rode on to victory - win number nine for Smail.

"I slowly chipped away at everyone," Smail said of his winning ride. "I tried to avoid the slick areas and just torqued through it. I had a bobble after getting past Jimmy (LaMastus) in that big sweeper and ran beside my bike for a while. It took me a long time to reel in Myers since he had such a good lead. But once I saw him up there, I just put the hook in him and pushed it past for the win."

Myers enjoyed his time out front and was almost as equally pleased with his second-place finish.

"I felt like a champ out there. I actually thought I was going to put it to Smail for once," Myers said, adding, "You really have to pay attention out there on that track. You can get in trouble real fast. I saw that yellow 'Berg (of Smail's) coming, and I wasn't going to push it too much faster than I was already."

LaMastus encountered problems later in the race, as a loose front-brake lever and a flat tire were just too much for him to keep third place, which eventually went to Schnell.

"I was a little tight on my four-stroke," Schnell said. "I don't get a chance to practice much on it, and finishing third is okay. But next moto I want to pull a holeshot and kick their butts."

LaMastus hung on to fourth.

"After leading it, Scott (Myers) and I had some a good dices, and he was riding really good," he said. "I decided to calm down a little bit, breathe, and let him go a little. Then I landed hard off a jump and my front-brake lever must have been loose, because it got caught up on my throttle housing and I couldn't squeeze it in. After Lance caught me, I tried to stick to his pace, but the corners got pretty tough. Later on, Greg (Schnell) got around me, and then I got a flat rear tire and stuck it out for fourth."

Gomm took fifth after passing Naughton on the last lap.

"I got a big chunk of mud stuck under my rear-brake lever and next to the frame," Naughton said. "I tried to kick it out and didn't realize how close Gomm was. To think he got around me just before the checkers really stinks."

Kellogg, Foley, Ladner and Newell rounded out the top 10.

In the second moto, Schnell and Smail tussled for the holeshot, but things suddenly started going wrong for Smail.

"I came to the inside of Greg (Schnell) rounding the first turn," Smail said, "and I pushed him a little wide.

Briefly...

Thunder Valley MX promoter David Clabaugh and crew worked extensively and efficiently to bring back the track that once hosted a round of the AMA National Championship MX Series, from 1983 to '87. Clabaugh said: "This is the same track that produced the epic battles with Rick Johnson and Ron Lechien in '87, when Johnson took the win. David Bailey won the 250cc National in '83." Clabaugh was pleased to see the 3021 fans that lined the fences.

The **Phoenix Premier Motorsports** team - Jimmy LaMastus, Andy Anaya and Todd Downs, team owner Barry Noblitt and crew - drove 31 hours straight with two box vans from the Mammoth Mountain Motocross in California to Denver, Colorado. Along the way, the crew changed transmissions in Anaya's bike, changed frames in LaMastus' bike, and replaced the ignition in Downs' Husqvarna. Noblitt said, "We had to leave the back lift door open as we were driving down the road and worked on the bikes." Noblitt also said that they ran out of gas in the Rockies and had to use six gallons of race gas.

Further investigation into the **broken footpeg** of Lance Smail's Husaberg revealed a busted titanium bolt. Evidently, the bolt broke during the parade lap and went unnoticed until Smail charged into turn one and off the drop-off.

Setting up for the downhill launch, I couldn't find the right footpeg. I did a major swap and almost tossed it away. Then I almost missed the left-hander at the bottom because I couldn't plant my weight; there was no footpeg at all."

Myers saw it all from behind.

"Lance went sideways off the jump, and Schnell almost got landed on," Myers said. "I was wondering what the heck was going on. I was really close to them and we all went a little crazy and wide at the bottom of the turn."

LaMastus saw all the action going on in front of him, as well, and quickly took advantage of it.

"Man, I saw them bunch up, and I just grabbed a handful of throttle and carved them up the inside and flew up the long uphill," LaMastus said. "I went past Myers and followed Schnell to the top. It was awesome."

Before the first lap was over, Smail was in dead last and would eventually pull off into the mechanics' area.

"I tried to explain to Russ (Fletcher, Smail's tuner) what happened," Smail said. "I came around the next lap and stopped; they were taking off a peg on my other bike. I came in the third lap and got the peg on, and then put the hammer down."

Smail charged hard, trying to salvage whatever he could from the moto. He would eventually reel in more than half the pack before taking the checkered flag in eighth place.

LaMastus, meanwhile, had taken over the lead from Schnell before the first lap was over. From there, LaMastus took control of the race, pulling away from the rest of the pack and scoring his first moto win of the year.

LaMastus was more than happy to have no part of a knock-down, drag-out battle for second through fourth, a battle involving Schnell, Myers, Naughton and Kellogg. Behind them came Ladner, Anaya, Gomm, Kevin Foley, Troy Kalina and Chris Dineen.

Schnell and Myers diced for second place throughout the moto. Myers got around Schnell early on but couldn't hold the position, as Schnell got him late in the race. Naughton held on for fourth, ahead of Gomm, Foley and Ladner. CN

Thunder Valley MX Park
Denver, Colorado
Results: June 28, 1998 (Round 5 of 9)

MOTO 1: 1. Lance Smail (Hbg); 2. Scott Myers (Yam); 3. Greg Schnell (Yam); 4. Jimmy LaMastus (Hbg); 5. Pat Gomm (Yam); 6. Robert Naughton (Yam); 7. Josh Kellogg (Yam); 8. Kevin Foley (Yam); 9. Mike Ladner (Yam); 10. Dave Newell (Hbg); 11. Jay Grimm (Yam); 12. Chris Dineen (Yam); 13. Troy Kalina (Yam); 14. Tom York (Yam); 15. Tim Gerdl (Yam); 16. Mark Bennett (Yam); 17. Todd Downs (Hus); 18. Andy Anaya (Hbg).

MOTO 2: 1. Jimmy LaMastus (Hbg); 2. Greg Schnell (Yam); 3. Scott Myers (Yam); 4. Robert Naughton (Yam); 5. Pat Gomm (Yam); 6. Kevin Foley (Yam); 7. Mike Ladner (Yam); 8. Lance Smail (Hbg); 9. Josh Kellogg (Yam); 10. Dave Newell (Hbg); 11. Andy Anaya (Hbg); 12. Jay Grimm (Yam); 13. Tom York (Yam); 14. Troy Kalina (Yam); 15. Mark Bennett (Yam); 16. Chris Dineen (Yam); 17. Tim Gerdl (Yam); 18. Todd Downs (Hus).

O/A: 1. Jimmy LaMastus (Hbg); 2. Greg Schnell (Yam); 3. Scott Myers (Yam); 4. Lance Smail (Hbg); 5. Robert Naughton (Yam); 6. Pat Gomm (Yam); 7. Kevin Foley (Yam); 8. Mike Ladner (Yam); 9. Josh Kellogg (Yam); 10. Dave Newell (Hbg); 11. Jay Grimm (Yam); 12. Tom York (Yam); 13. Troy Kalina (Yam); 14. Chris Dineen (Yam); 15. Andy Anaya (Hbg); 16. Mark Bennett (Yam); 17. Tim Gerdl (Yam); 18. Todd Downs (Hus).

AMA/WESTERN FOUR-STROKE NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 5 of 9 rounds): 1. Lance Smail (238/4 wins); 2. Greg Schnell (210); 3. Scott Myers (140); 4. Dustin Nelson (130); 5. Robert Naughton (126); 6. Jimmy LaMastus (113/1); 7. Nathan Woods (103); 8. Billy Binckley (92); 9. Todd Downs (81); 10. Andy Anaya (79); 11. Spud Walters (76); 12. Chris Dineen (64); 13. Troy Kalina (43); 14. (TIE) Mike Larson/Jay Grimm (42); 16. Tom York (41); 17. (TIE) Grayson Hart/Rusty Holland (38); 19. Gordon Ward (37); 20. Pat Gomm (32); 21. Rich Taylor (30); 22. Kevin Foley (28); 23. (TIE) Mike Ladner/Josh Kellogg (26); (TIE) 25. Tony Graves/Jason Mathews/Craig Canoy (23).

Upcoming Rounds:
Round 6 - Boise, Idaho, July 10-11
Round 7 - Albany, Oregon, August 8-9

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Sat. 7/11	6pm local	AMA 600 - Laguna Seca	FOX SPORTS NET
Sun. 7/12	6pm local.	World Superbike - Laguna Seca	FOX SPORTS NET
Tue. 7/14	7pm est.	Bike Week	SPEEDVISION
Tue. 7/14	9pm est.	Canadian Superbike - Calgary	SPEEDVISION
Fri. 7/17	8pm est.	World Superbike - Laguna Seca	SPEEDVISION
Fri. 7/17	9pm est.	AMA Supersport - Laguna Seca	SPEEDVISION

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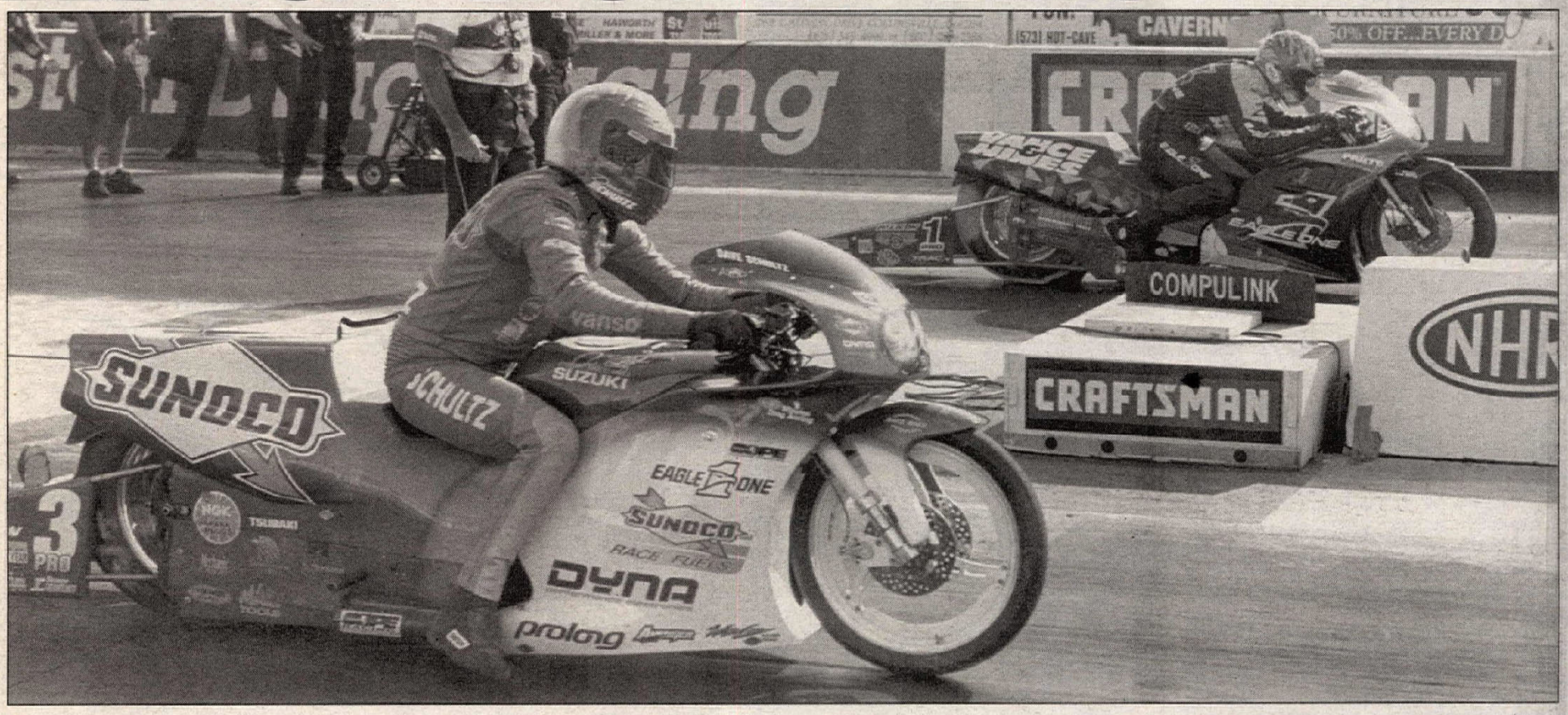
Round 7: Gateway International Raceway

Hines beats the heat



By Kevin McKenna

MADISON, IL, JUNE 25-28

Matt Hines called it one of the most grueling weekends of his professional racing career, and any one of the 97,000 fans who braved the 100-degree heat at the Sears Craftsman Nationals in St. Louis would likely agree with him.

Despite the heat, and a variety of mechanical troubles that nearly ended his weekend prematurely, Hines claimed his sixth NHRA Pro Stock Bike title in seven tries, with a final-round win over Dave Schultz.

"We probably worked harder this weekend than we ever have," Hines said. "We broke a bearing in the transmission during qualifying, and we had the bike apart twice trying to get it fixed. First, we tried replacing it with a stock bearing, and that didn't work. We finally scrounged up an aftermarket replacement that did the job."

Despite the troubles, Hines grabbed the pole position for the seventh consecutive race, with a track-record 7.37 run that came in the hottest and most humid conditions of the weekend. Hines' run, made during the fourth and final qualifying session, surprised everyone, including John Smith, who thought he had earned the $1000 low-qualifier bonus with his earlier 7.44 on his Anoka-Ramsey Suzuki.

"Considering the conditions, that was an awesome run," Hines said. "If we had been able to make that run on Friday night, when the temperature was 10 or 15 degrees cooler, I'm sure it would have been around 7.32 or 7.33."

In eliminations, Hines had little trouble advancing through the first two rounds with wins over Redell Harris and Gary Tonglet, respectively, but in the semis, against Angelle Seeling's Team Winston Suzuki, the reigning class champion narrowly averted disaster. Hines' troubles began when his Eagle One Suzuki stalled during the burnout. Though NHRA rules allow bike racers one restart, there is a strict time limit in which to do so. As Hines calmly signaled his crew for a restart, NHRA chief starter Rick Stewart began to count him out. Though Stewart gave Seeling the okay to make a single run, she wouldn't light the second stage light until Hines got back to the starting line. Seeling's gesture of good sportsmanship cost her the race, as Hines made his quickest run of eliminations in a 7.39-7.50 victory.

"I have to give Angelle a ton of credit for waiting for me, because she didn't have to," Hines said. "When we got to the other end of the track, I apologized for making her wait so long, and she said it was no problem. We have a pretty intense rivalry, but I don't think either one of us wants to win like that."

"A lot of people probably thought we'd take the free run, but Angelle didn't want to," said Seeling's team owner, George Bryce. "When Rick gave us the sign for a signal, I even told her to stage, but she wouldn't. We've had problems with the bike bogging off the starting line during the last two races, but once we get that fixed, I believe we'll be a lot closer to Matt. Earlier this year, we had problems keeping our engines together, but I think we've fixed that. Now we just need to learn how to go fast again."

Another rider on the rebound is six-time Winston Champion Dave Schultz, who made it to the final round for the second straight race, with a win over John Smith in the semis. Smith, who has been Pro Stock Bike's most snakebitten racer this season, entered the race with a huge performance advantage, but a broken transmission slowed him from his 7.45-second pace to a 7.75, allowing Schultz to take the win with a 7.52.

"We just have no luck," said Smith, who won the inaugural Sears Craftsman Nationals in Madison last year. "I really thought we had a shot to make the final here, but when the transmission broke, Dave drove right by me. Right now, I'd pay 10 dollars for 50 cents' worth of luck."

Throughout his career, Schultz has had an uncanny ability to win races he shouldn't, but even a perfect .400 starting-line reaction couldn't help him get by Hines, who drove away for a 7.41-to-7.56 victory.

Despite the loss, Schultz was clearly encouraged by the progress his Sunoco team has made since the start of the season, and he firmly believes that it is just a matter of time before he regains the dominant form that led him to 42 national-event wins.

"We clearly have better parts and a better combination now than we did in March," said Schultz, who has reached the final for the 63rd time in his career. "We've got another engine that will be ready for the next race in Denver, and that should help us a lot. I still have a new bike being built, and I hope to have that ready soon, too.

"I'm a blue-collar racer; I'm not afraid to roll up my sleeves and break out a shovel if that's what it takes to get back to the top," Schultz continued. "Every time I run Matt, I know his day is coming. We used to dominate like he's doing now, and we lost it. They can lose it, too, and I fully expect to be there when it happens." CN

Gateway International Raceway
Madison, Illinois
Results: June 25-28, 1998 (Round 7 of 14)

PRO STOCK FINAL: 1. Matt Hines (Suz) 7.41, 182.03; Dave Schultz (Suz) 7.56, 176.81

NHRA WINSTON DRAG RACING SERIES PRO STOCK MOTORCYCLE POINTS STANDINGS (After 7 of 14 rounds): 1. Matt Hines (766/6 wins); 2. Angelle Seeling (535/1 win); 3. John Smith (452); 4. Dave Schultz (413); 5. Greg Underdahl (401); 6. John Myers (374); 7. Tony Mullen (333); 8. Gary Tonglet (325); 9. Antron Brown (320); 10. Brian Ayers (279).

Upcoming Rounds:
Round 8 - Denver, Colorado, July 16-19
Round 9 - Brainerd, Minnesota, August 20-23

(Above) Matt Hines continues to be NHRA's most successful racer, with six national-event wins in seven starts. In Madison, Hines defeated Dave Schultz in the final for the second straight race. (Left) Hines and his crew celebrated the 16th win of his three-year Pro Stock Bike career, and the 41st NHRA title for the Vance & Hines team.

Wood wins 25th Fool's Gold

(Above) Dave Wood became one of the few riders to win the Fool's Gold Enduro more than once, topping the field in 1998 with a score of 7.289. (Center) Ben Hatch rode on Wood's minute and took second overall with a 7.406. Hatch also won the 250cc A class. (Far right) Scout Higley won the 250cc B class and overalled the B classes.

By Chris Burton and Jill Ashworth Patterson
Photos by Jill Ashworth Patterson

GEORGETOWN, CA, JUNE 21

CRE250-mounted Dave Wood beat a field of 176 riders to take the overall win and AA-class honors at the California Enduro Riders Association's 25th annual Fool's Gold Enduro. Wood's fifth-round win at the Northern California Championship Enduro Series is his second consecutive victory at Georgetown. He now joins an elite list of two-time Fool's Gold winners such as Dave Bertram and Kevin Hines.

Riders headed out onto the 80-mile, three-loop course by traveling on handlebar-wide single-track trails, through a few small creeks and over Bald Mountain's "easy" routes. On the first loop, check two was well hidden at 17.7 miles and was burned by many riders, including Wood, who was just one second early. The check was right after some thick brush and couldn't be seen until it was only two or three feet away.

"I locked it up, dabbed my foot and thought I was still moving," Wood said. "They thought I was stopped and made a fair judgment call."

Ben Hatch, the second overall finisher and A 250cc-class winner, was behind Wood and barely zeroed the check.

"I thought it was pretty cool - or totally luck - that Wood burned it and I didn't," Hatch said.

A special test with high speed averages followed and took riders over nearly 10 miles of brutal terrain that goes back up and down Bald Mountain the "hard" way. At the check-out, Wood had the best score with a 4:28, closely followed by Hatch's 4:53.

Riders then cruised to the gas stop, and a quick tally revealed that Hatch had taken the lead with a score of 5.263. Jason Howe, who finished fourth overall and won the A Four-Stroke class, was close with 5.279; Wood was in third with 6.238, and Dave Froman, who finished third overall, was next with 6.307.

The second loop began with a restart that was just a disguised check-in for the second special test. Hatch asked Wood what his mileage was (they were on the same minute), and when Wood checked his computer, the thumb-switch malfunctioned. As they went into the tight, woodsy trails, Hatch was in front of Wood.

"I was pumped because Dave was behind me," Hatch said. "I think I was riding over my head, and I crashed into some trees."

Without the use of a working computer, Wood was keying off of Hatch until he went off the trail.

"Thankfully, my switch started working again," Wood said.

After the test, there was some free time that consisted of a long road and then a short, wooded section. Riders dropped down a steep, damp, slate-based trail and were dumped onto a paved road at check five. From there, Wood rode into the second gas stop, located at 56.5 miles, holding a narrow lead over Hatch.

CERA's trail boss, Chris Burton, then sent riders into the last loop via "The Flume," a very narrow trail lined by square-edged rocks that has been there since the Gold Rush. Run at a slow 15-mph speed average, the course ran over tight and technical terrain and took riders through check six, and then some easy trails and dirt roads were next. Before riders could get to check seven, there was a deep water crossing at Rock Creek, where many riders were seen furiously pumping water out of their cylinders. The relatively open trails and 21-mph speed average allowed everyone to "ride the possibles" and have a fun run to the finish.

Wood's final score of 7.289 was one of the Fool's Gold's best. It was followed by Hatch's 7.406, then Froman's 8.425. Howe's 8.439 narrowly beat Craig Hoffman's 8.444 for fifth overall.

With the spring portion of the 1998 series over, Cycle Gear/Fox/Factory Connection-backed Wood is in the lead, followed by Brian Butler and Froman. The fall half of the series will begin with the Buckhorn Enduro on October 11. CN

Fool's Gold Enduro
Georgetown, California
Results: June 21, 1998 (Round 5)

O/A: 1. Dave Wood (CRE); 2. Ben Hatch (Hon); 3. Dave Froman (Kaw); 4. Jason Howe (Hon); 5. Craig Hoffman (Kaw).

AA: 1. Dave Wood (CRE); 2. Dave Froman (Kaw); 3. Craig Wesner (Kaw).

A 250: 1. Ben Hatch (Hon); 2. Craig Hoffman (Kaw); 3. Tim Stowe (Suz); 4. Jason Gerbi (Hon); 5. Erik Mattson (Hon).

A OPEN: 1. Michael Behrens (KTM); 2. Troy Winslow (KTM); 3. Paul Fleming (KTM); 4. Michael Hayes (Hon).

A 4-STRK: 1. Jason Howe (Hon); 2. Glenn Martinson (KTM); 3. John Poor Jr. (Hon); 4. Mark Maldonado (Yam).

A VET: 1. Eric VonUrff (Hon); 2. Todd Winslow (Kaw); 3. Bob Stene (Yam); 4. James Curry (Hon); 5. Michael Carlo (Suz).

A SR: 1. Scott Reynolds (Hon); 2. Kent Parker (Kaw); 3. Bill Fargo (Hon); 4. Jeff Henning (Suz); 5. Tim Stowe (Suz).

A S/SR: 1. Peter Prichard (KTM); 2. Wade Tuma (Hon); 3. Frank Showers (Hon).

B O/A: 1. Scout Higley (Hon); 2. John S. Poor (Hon); 3. Chad Cook (KTM); 4. Russel Pereira (Hon); 5. Ley Wilson (KTM).

B 250: 1. Loren Higley (Hon); 2. Chad Cook (KTM); 3. Heather Wilson (Kaw); 4. Chris Hansen (KTM); 5. Chad Parker (Kaw).

B OPEN: 1. Billy Russell (KTM); 2. Brian Caselden (Hon); 3. Joe Calcagno (Hon); 4. Mike Mennick (Hon); 5. Dave North (KTM).

B 4-STRK: 1. John S. Poor (Hon); 2. Russell Pereira (Hon); 3. Chuck Wolfsen (Hon); 4. Ryan Gouldthread (Hon); 5. Troy McWilliams (Hon).

B VET: 1. Ley Wilson (KTM); 2. Karl Goetz (Kaw); 3. Tim Simmons (KTM); 4. Robb Thompson (KTM); 5. Steve Anderson (Hon).

B SR: 1. Dan Jennings (Suz); 2. Brad Irwin (KTM); 3. Jonathan Spilker (KTM); 4. Scott Yerigan (Hon); 5. Flint Forrister (Hon).

B S/SR: 1. Jamie Williams (Kaw); 2. Bill Craig (KTM); 3. Bill Smith (Hon).

C O/A: 1. Bobby Thomson (Kaw); 2. Dwight Matney (KTM); 3. Dale Johnson (KTM); 4. Tim Gwaltney (Hon); 5. Joshua Anello (Yam).

C 200: 1. Bobby Thompson (Kaw); 2. Chad Grass (Hon); 3. Don Stoneman (Kaw); 4. Carl Liang (KTM).

C OPEN: 1. Roger Woodfill (KTM); 2. Russ Johnson (Kaw); 3. Justin Hensley (Suz); 4. Kyle Smith (Hon); 5. Simon Phizackerley (Hon).

C 4-STRK: 1. Joshua Anello (Yam); 2. Paul Murphy (Hon); 3. Jason Pettinato (Hon); 4. Mark Adams (Yam); 5. John Murphy (Hon).

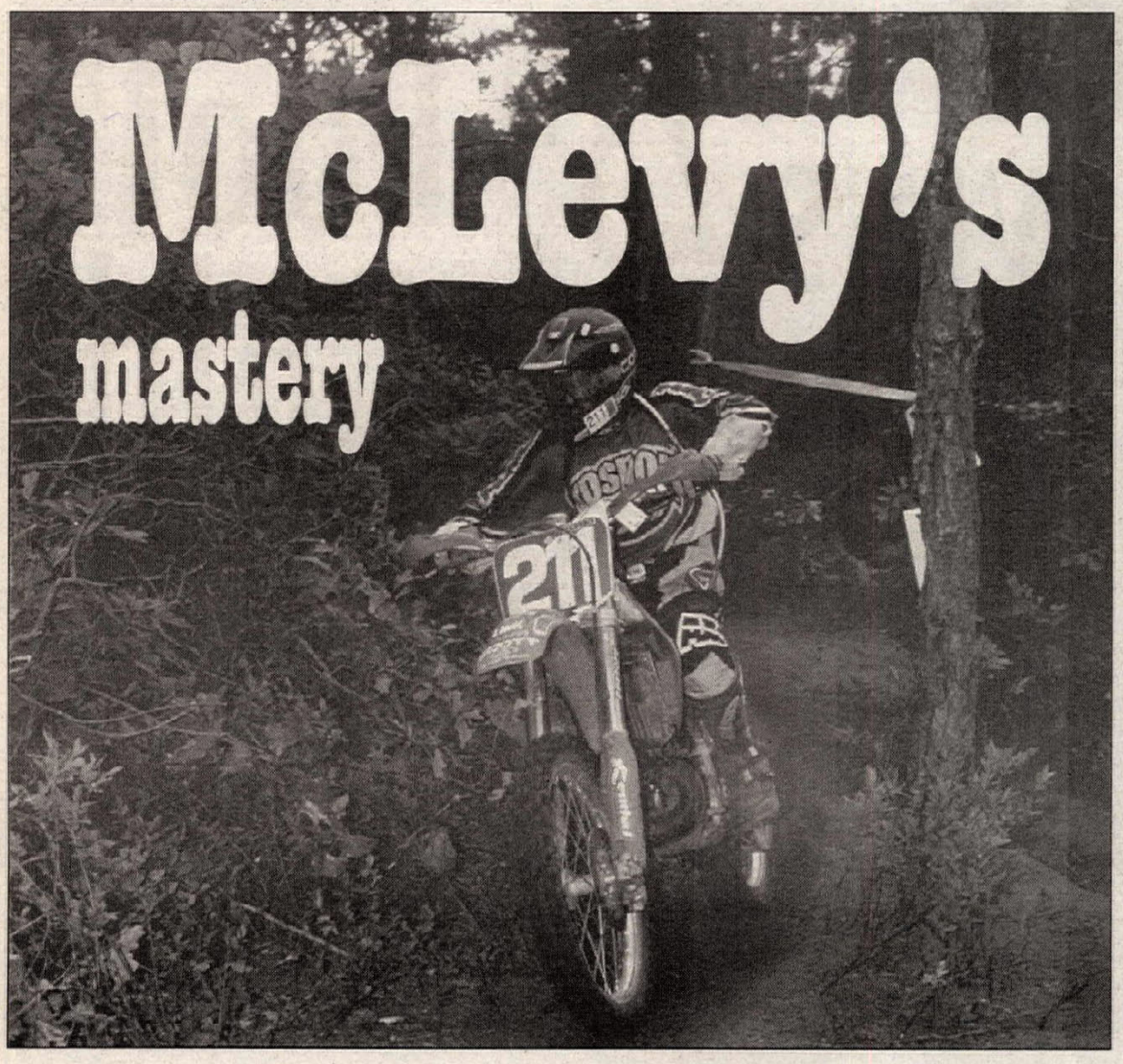
C VET: 1. Dwight Matney (KTM); 2. Dale Johnson (KTM); 3. Tim Gwaltney (Hon); 4. Doug Monnin (Hon); 5. Ron Gwaltney (Hon).

C SR: 1. Doug Pyne (KTM); 2. Randy Patterson (Hon); 3. Bruce Paulson (KTM); 4. Harvey Schuler (Yam); 5. Pete Eby (Kaw).

C S/SR: 1. Dave Vonasek (KTM); 2. Kit Holmes (Yam); 3. Chester Martin Jr. (Kaw).

AMA/NETRA Hare Scrambles Series, Round 5

McLevy's mastery



(Above) Patrick Timothy kept his cool and didn't crash, and he was rewarded with second overall, first AA rider.
(Left) Josh McLevy took the holeshot and was never headed en route to the overall win at the NETRA Dam Good Hare Scrambles.

By Cheri Alix
Photos by Jay Chittenden

THOMASON, CT, JUNE 21

Manchester Honda's Josh McLevy took some time out of his busy National Off-Road schedule to dust the competition at his home track in the fifth round of the AMA/NETRA Hare Scrambles Series, the Dam Good Hare Scrambles.

More than 360 riders descended on the Thomaston Dam for the Pathfinders MC-promoted event, and the club had laid out an 11-mile course consisting of dry, dusty sand whoops on one side of the street, and rocky, twisty, slimy woods on the opposite side. One rock section is so nasty that only the Experts ride it.

After only a 10-minute delay from the Novice race, the Experts and Amateurs were flagged off at 1:40 p.m., and it was Maxima/Dunlop/Scott-sponsored McLevy grabbing the holeshot over Yamaha/IMS-backed Tom Norton, Ken Valentine, Luke McNeil and Charles Timothy. Right off the starting line and for the first half mile, everybody behind McLevy and Norton were mired in dust. By the 8-mile mark, the two riders had put almost two minutes on third place, which was now held by Maximum Fitness/Clarke-backed Patrick Timothy, but this is where Norton met his demise.

"We came into some switchbacks by the water and I came around a corner real hot," Norton said. "I just blew right through the berm and into the river. Luckily, my bike got hung up in the bushes and it didn't go under. It just took me forever to get it untangled."

The mishap took just long enough for Patrick Timothy to catch up and take over second.

"I came around the corner and there was Norton, covered in water," Timothy said. "I knew instantly what happened. I got around the next corner and I could hear his bike fire up. I got on the gas. I knew he'd be right on me."

Norton closed to within a few seconds of Timothy, but McLevy was long gone. By the end of the first lap, McLevy had almost two minutes on Timothy in second, while Norton was back another 15 seconds in third. Down another minute in fourth place was Putnam-backed McNeil, followed by Lawson. McLevy continued to increase his lead by more than 30 seconds per lap.

"I live within one hour of the track," McLevy said after the race, "so I know what to expect for track conditions and how to set my suspension. Factory Connection did a great job for this race."

Suspension was definitely key, as several riders found out.

"Last year, I set my bike up for the woods and this year I set it up for the whoops - not a good choice," a disappointed Norton said. "I almost killed myself several times in the rocks. I just couldn't go fast."

Valentine was also having problems early on, crashing several times on the first lap, which put an end to his day. Timothy, on the other hand, also lives close to the area and had his bike dialed and was flying.

"I had no crashes all day. I think this was the first time," an excited Timothy said. "I just stayed on the bike. I could hear Norton behind me the whole day, but I just kept my concentration and kept my cool. I did start getting cramps at the end of the third lap from the heat, but I just kept it on, using my head."

As the riders headed out for the final lap, McLevy was still out in front with more than a three-minute lead on Timothy in second place. Norton was running in third place, back only 10 seconds. McNeil was now running alone in fourth place. McNeil and Lawson had been battling it out on the first two laps when Lawson had to stop and pit for a flat rear tire.

"I was running in fourth, ahead of McNeil, when I got a flat rear tire," Lawson explained. "By the time I got out of the pits, I was back into 11th place."

Lawson quickly started picking off places and spent the final two laps battling with 200cc Expert rider Jess Berthiaume. Lawson crossed the finish line just three seconds ahead of Berthiaume, but with adjusted class times, Berthiaume went on to win the 200cc Expert class and finished sixth overall, while Lawson adjusted out to eighth.

McLevy went on to take his first win of the season with four minutes over Timothy in second place.

"I had a great ride until the last lap, when I crashed real hard and went over the bars just three miles from the finish," McLevy said. "Thankfully, I didn't wreck anything. It would have been a real bummer to lose it on the last lap."

Finishing back another 29 seconds was Norton in third place.

"I caught Timothy and tried to pass several times, but every time I'd just crash," Norton said. "It was very frustrating. I just had to cool it for the last lap and settle for third-place points."

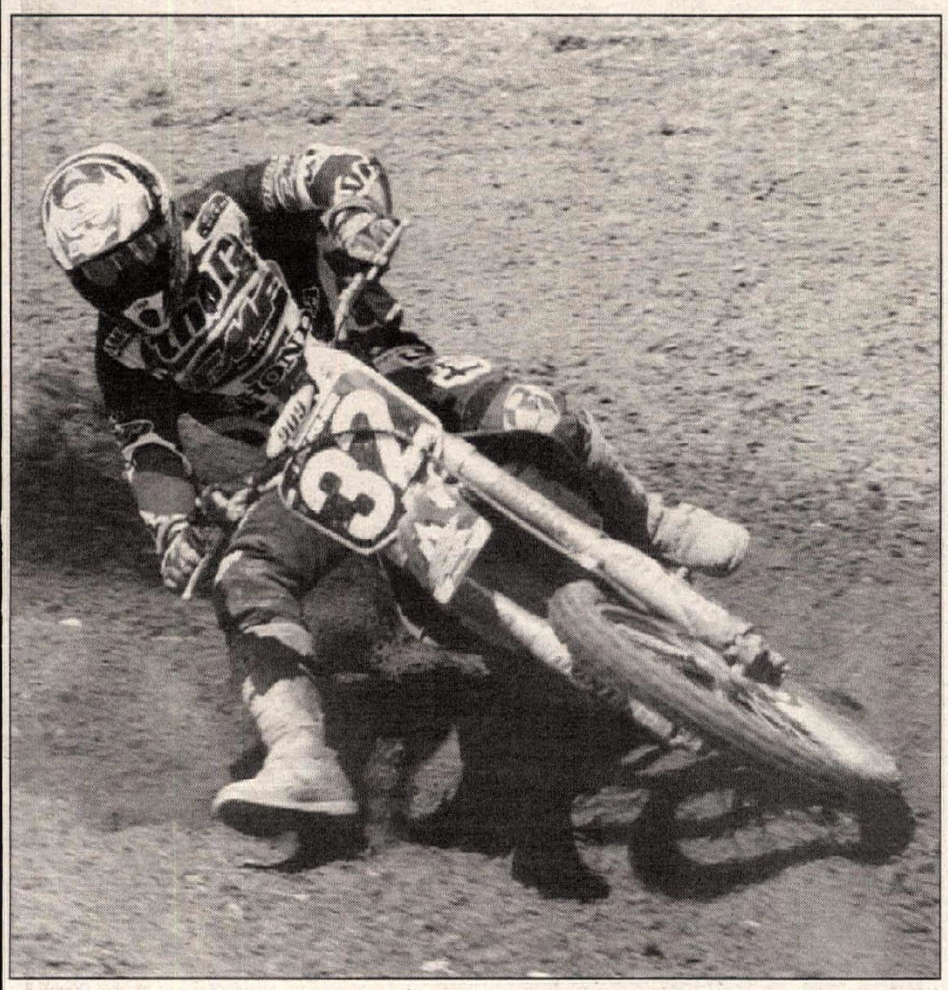
Rounding out the top five for the day was 250cc Expert rider Matt Jalbert, who finished just 24 seconds behind McNeil in fourth overall. Jalbert also took the Expert-class overall win, edging out the first-placed Open-class rider, Chris Panzilla, by 40 seconds.

In the Amateur class, it was Keith Callahan taking the overall win on his Honda 125. Nathan Kanney took first-place honors in the Junior class by beating the second-place finisher, Robert Langenback, by just over two minutes. Ryan Dellaghelfa finished third, down another 1:30. William Rowe continued his dominance of the Mini class, taking the win with a comfortable margin over Scott Decosta. CN

AMA/NETRA Dam Good Hare Scrambles
Thomaston, Connecticut
Results: June 21, 1998 (Round 5)

GRAND CHAMP: Josh McLevy (Hon).
O/A A: Matt Jalbert (KTM).
O/A B: Keith Callahan (Hon).
O/A C: Keith Bonney (Hon).
AA: 1. Josh McLevy (Hon); 2. Patrick Timothy (Kaw); 3. Tom Norton (Yam); 4. Luke McNeil (Yam); 5. Brian Lawson (Yam).
WMN: 1. Heidi Landon; 2. Dawn Silvia; 3. Dawn Shayer.
JR: 1. Nathan Kanney (Suz); 2. Robert Langenback (Yam); 3. Ryan Dellaghelfa (Yam); 4. Adam Aborn (Yam); 5. Derek Waters (Yam).
MINI: 1. William Rowe (Kaw); 2. Scott DeCosta (Kaw); 3. Sean Mullaney (Hon); 4. Timothy Langenback (Yam); 5. Adam Simcock (Hon).
125 C: 1. Robert Maxon (Hon); 2. Frank Solla (Hon); 3. William Gray (Kaw); 4. Scott Fretterman (Hon); 5. Michael Wolf (Kaw).
200 A: 1. Jess Berthiaume (Yam); 2. Chris Crispin (Hon); 3. Steve Formanek (KTM); 4. David Bradley (Yam); 5. Bob Santheson (Hon).
200 B: 1. Keith Callahan (Hon); 2. Chris Merrill (Yam); 3. Charles Hathaway (Hon); 4. Robert Rowe (Kaw); 5. Everett Maynard (Kaw).
200 C: 1. Paul Fischetto (Kaw); 2. Steven Sarath (Kaw); 3. Jeffrey Ducharme (Kaw); 4. Keith Roberts (Kaw); 5. Jared Wheelock (Hon).
250 A: 1. Matt Jalbert (KTM); 2. Dennis Decker (KTM); 3. Paul Blanquart (Kaw); 4. Dave Simcock (CRE); 5. Justin Provencal (Kaw).
250 B: 1. Greg Wabuda (Kaw); 2. Steve Kecskes (Kaw); 3. Josh Beebe (Hon); 4. Chris Tooker (Yam); 5. Anthony Reo (KTM).
250 C: 1. Keith Bonney (Hon); 2. Warren Plante (Yam); 3. Jesse Trudeau (Kaw); 4. Bill Fischer (Kaw); 5. Michael Koprowski (Hon).
VET A: 1. Robert Carlson (Suz); 2. John McMahon (Yam); 3. Craig Pratt (Suz); 4. Lance Longo (Suz); 5. Marty Mears (Kaw).
VET B: 1. Martin Grill (Yam); 2. Eric Reinhard (KTM); 3. Michael Knight (Kaw); 4. Jeff Picard (KTM); 5. Stephen Brown (KTM).
VET C: 1. Brian Brewer (Suz); 2. Robert Rowe Sr. (KTM); 3. Rick Hansen (Hon); 4. Wade Rahmlow (Kaw); 5. Michael Litwin (Kaw).
4-STRK A: 1. John Dunn (Hus).
4-STRK B: 1. Stace Ames (Hon); 2. Brian Sebben (Yam); 3. Dave Galemba (Kaw).
4-STRK C: 1. John Morrison (Hon); 2. Paul Phillips (Hon); 3. Gary Sweet (Hon); 4. Robert LaRoche (Hon); 5. L. Bryan Cook (Hon).
OPEN A: 1. Chris Panzilla (Yam); 2. Dan Salomone (KTM); 3. John Brown (KTM).
OPEN B: 1. Casey Griswold (KTM); 2. Patrick Armstrong (CRE); 3. Lorne Goralnik (Yam); 4. Robert North (Yam); 5. Doug Fox (Hon).
OPEN C: 1. Vinny Leonardo (Hon); 2. Thomas Canesi (KTM); 3. Richard Zeleznik (Kaw); 4. James Bain (KTM).
SR A: 1. Jerry Randall (Yam); 2. Steve Kanya (KTM).
SR B: 1. Chris Fahan (Hon); 2. Robert Larson; 3. David Kanney (KTM).
SR C: 1. Mark Jolley (Yam); 2. David Powell (Hon);

McCormick and Huffman haul



Jason McCormick (shown) and Ryan Huffman split up the Pro-class wins at rounds one and two of the CMC Pac-West Nationals, held at the Albany Motorsports Park.

By Don Schneider
Photos by Sandi Fisher

ALBANY, OREGON, JUNE 13-14

Team FMF/Honda/Thor/DeMarini-backed Jason McCormick and Team Primal Impulse/Bill's Pipes/Suzuki's Ryan Huffman returned to the Pacific Northwest to dominate the Pro classes at rounds one and two of the 18th annual CMC Pac-West Motocross National MX Series, held at the Albany Motorsports Park.

To the delight of all the sponsors, spectators and promoters, 20 other National-caliber Pacific Northwest Pros also made the trek to compete for $125,000 in contingencies and massive Pro purses during a weekend off from the AMA 125/250cc National Motocross Series. The rider entries totaled a whopping 1098, providing a stellar weekend of racing.

McCormick won the lion's share of the purse money on the weekend by winning all four motos in the 125 and 250cc Pro classes on Saturday, with Huffman (2-2) second in 125cc action, followed by Ryan Terlecki (4-3). Herb's Cycle Town Yamaha pilots Tony Graves (3-4) and Brad Hagseth (6-6) filled out the top five. In the 250cc class, Terlecki (2-2) finished second and was followed by Cory Bauder (3-4) in third. Brad Hagseth (6-3) and Dan Moore (4-5) filled out the top five. Huffman's good fortune stopped after he finished fifth in moto one. He then pulled the holeshot to lead the second moto but crashed on lap two and finished 16th. He ended up 10th overall in the class.

On Sunday, Huffman turned it all around to win all four motos in both the 125 and 250cc Pro action. McCormick (2-2) was second overall in the 125s and third (4-2) in 250cc Pro action, finishing behind Terlecki (2-3). Moore (3-3) finished third in the 125s, holding off Terlecki (5-4) and Lenaburg (6-5) in fourth and fifth. Bauder (3-4) and Graves (6-5) earned fourth and fifth in the 250cc Pro class.

The Old Timer Pro class was combined with the Expert and Intermediate classes to deal with any "sand baggers." Rick Bault whipped the class into a frenzy aboard his Cycle Sports of Salem-backed KX250 to win all four Pro motos. On Saturday, Mitch Kirkpatrick also rode Pro aboard his Jak-Bakz # Plates 4 Your Body/Shaffer Northwest/Trinity Transport-backed CR250 and tried to keep Bault honest by pulling holeshot after holeshot and dicing with him in front of the pack. Mike Perry reeled in Kirkpatrick and jetted past him on lap three, with Carl Chadwick in his wake. Chadwick, an Expert rider, also exchanged positions with Kirkpatrick three different times, then throttled past him just as the checkers waved. UFO Racing-backed Dan Fitch finished fourth and was the top Intermediate rider, finishing just a few seconds off of Kirkpatrick's blistering pace. Intermediate Tom Jesmer took fifth, followed by Expert Ron Hudson, Intermediate Dean Biddle, Intermediate Rod Kentner, Expert Dan Kauffman and Intermediate Michael Grimm.

Moto two proved to be another walk in the park for Bault after he moved past a stalled Kirkpatrick halfway into lap one. Fitch ran second throughout the moto, ahead of Chadwick, Jesmer and Pro Bob Meadows. Kirkpatrick garnered another third in his class and was followed by Biddle, Hudson, Kauffman and Intermediate Dan Trammell.

On Sunday, a few more players ventured onto the track, but Bault still made quick work of the field. However, Lars Trulson, another local Professional, and Pro Randy Wing kept things very action-packed for the runner-up spot in both motos; Trulson prevailed with a 2-2. Kirkpatrick (5-4) found another nemesis in the form of Jerry Ebert (4-5) as the duo passed each other at least 10 times in both outings before Kirkpatrick came out on top.

In the Intermediate class on Sunday, Kauffman took his Honda to the lead for three laps before crashing and eventually finishing 11th. Fitch took the moto win, with Jesmer, Biddle, Terry Brooks and Trammell filling out the top five. Kauffman came back with a vengeance in the second outing and nailed the moto win. Fortunately, Fitch took the classic overall with his 1-2 tally. Biddle finished second on the podium with his 3-3 tally, and Jesmer's 2-6 was good for third overall. CN

Albany Motorsports Park
Albany, Oregon
Results: June 13-14, 1998 (Rounds 1 & 2 of 8)

Saturday (Round 1)

50 (4-6): 1. Tevin Tapia (KTM); 2. Landon Currier (KTM); 3. Joshua Bland (KTM).

50 (7-8): 1. Ray Valdez (KTM); 2. Tyler Villoputo; 3. Kyle Hammontree (KTM).

60 OPEN: 1. Justin Keeney (Kaw); 2. Shawn Haberlock (Kaw); 3. Cody Stanton (Kaw).

60 (6-8): 1. Joshua Hill (Kaw); 2. Daniel Levy (Kaw); 3. Cody Denham (Kaw).

60 (9-11): 1. Justin Keeney (Kaw); 2. Cody Stanton (Kaw); 3. Shawn Haberlock (Kaw).

80 BEG: 1. Ben Kauffman (Hon); 2. Matt Whitlow (Hon); 3. Bryce Braun (Hon).

80 (7-11): 1. Colton Pacciotti (Hon); 2. Adam Metzler (Suz); 3. Justin Keeney (Kaw).

80 (12-13): 1. Kyle Harris (Kaw); 2. Donnie Wolfe (Yam); 3. Brent Line (Kaw).

80 (14-16): 1. Joey Mancuso (Hon); 2. Tyler Fick (Kaw); 3. Ryan Abrigo (Kaw).

S/MINI 80: 1. Joey Mancuso (Hon); 2. Kyle Harris (Kaw); 3. Brent Line (Suz); 4. Cody Buyas (Kaw); 5. Ryan Abrigo (Kaw).

125 BEG: 1. Sean Sparkman (Yam); 2. Brian Sullivan (Yam); 3. Kyle Falls (Hon); 4. Jeffrey Ruminer (Kaw); 5. Scott Denham (Yam).

125 JR: 1. Cody Beck (Yam); 2. Todd Blanchard (Kaw); 3. Shawn Gilbert (Yam); 4. Jason Zuhlke (Kaw); 5. Keith Ford (Kaw).

125 INT: 1. Mike Corder (Kaw); 2. Mike Storm (Kaw); 3. Michael Lankhaar (Yam); 4. Ryan Sweet (Yam); 5. Eric Williams (Suz).

125 PRO: 1. Jason McCormick (Hon); 2. Ryan Huffman (Suz); 3. Ryan Terlecki (Suz); 4. Tony Graves (Yam); 5. Brad Hagseth (Yam).

250 BEG: 1. Gerald Knifong (Yam); 2. Bill Johnson (Hon); 3. Bret Mitchell (Hon); 4. Brent Jordan (Suz); 5. David Wilz (Suz).

250 JR: 1. Asa Smith (Hon); 2. Kazmer Wirkus (KTM); 3. Wayne Manning (Suz); 4. Denver Smyth (Hon); 5. Dale Ivie (Suz).

250 INT: 1. Mike Corder (Kaw); 2. Gary Terlecki (Kaw); 3. Ryan Sweet (Yam); 4. Mike Storm (Kaw); 5. Eric Williams (Suz).

250 PRO: 1. Jason McCormick (Hon); 2. Ryan Terlecki (Suz); 3. Cory Bauder (Yam); 4. Brad Hagseth (Yam); 5. Dan Moore (Suz).

WMN: 1. Sommer Beatley (Yam); 2. Jennifer Jordan (Kaw); 3. Christina Claassen (Kaw); 4. Tara Smyth (Yam); 5. Rochelle Neimann (Hon).

25+ BEG: 1. Mike Landis (Suz); 2. Jamie Zivney (Kaw); 3. Paul Uptain (Kaw).

25+ JR: 1. Jon Harrison (Hon); 2. Wayne Neeley (Kaw); 3. Mike Morgan (Suz); 4. Arlo Irby (Kaw); 5. Kevin Stevens (Yam).

25+ INT: 1. Dave Silvestri (Suz); 2. Todd Hinders (Suz); 3. Matt Larson (Suz); 4. Jeff Edson (Suz); 5. Bart McAlister (Suz).

30+ BEG: 1. Bret Mitchell (Hon); 2. T.J. Landis (Yam); 3. Oscar Sheets (Suz); 4. Dewayne Roberts (Hon); 5. Darrell Nickerson (Suz).

30+ JR: 1. Bret McCord (Kaw); 2. Paul Smyth (Yam); 3. Mike Morgan (Suz); 4. Joel Schaan (Kaw); 5. Jon Wagner (Hon).

30+ INT: 1. Robb Manning (Suz); 2. Todd Hinders (Suz); 3. Monte Hill (Kaw); 4. Chris Bennett (Yam); 5. Dave Silvestri (Suz).

30+ PRO: 1. David Fox (Kaw); 2. J.R. Meusling (Suz); 3. Dan Mathis (Suz).

50+: 1. Robert Lount (KTM); 2. Randy Layne (Yam); 3. John Brown (Hon).

BTH BEG: 1. Jeremiah Wiens (Yam); 2. Will Stewart (Yam); 3. Dwayne Patterson (Hon).

BTH JR: 1. Todd Blanchard (Kaw); 2. Ronnie Peterson (Kaw); 3. Travis Austin (Hon); 4. Keith Ford (Kaw); 5. Cody Beck (Yam).

BTH INT: 1. Eric Williams (Suz); 2. Gary Terlecki (Hon); 3. Garhett Carter (Yam); 4. Nick Foister (Kaw); 5. J.R. Vielle (Suz).

VET PRO: 1. Dan Moore (Suz); 2. Mat Bateman (Suz); 3. John Sabo (KTM); 4. Chaun McAlister (Suz); 5. Jim Anderson (Suz).

O/T INT: 1. Dan Fitch (Suz); 2. Tom Jesmer (Yam); 3. Rod Kentner (Hon); 4. Dean Biddle (Kaw); 5. Dan Schaffer (Suz).

O/T JR: 1. Oscar Sheets (Suz); 2. Brian Bertsch (Hon); 3. Don Ewing (Hon); 4. Ricardo Marquez (Yam); 5. Darrell Nickerson (Suz).

O/T MNY: 1. Rick Bault (Kaw); 2. Bob Meadows (KTM); 3. Mitch Kirkpatrick (Hon); 4. Mike Perry (Suz); 5. Dan Mathis (Suz).

OPEN AM: 1. Mike Smith (KTM); 2. Jason Parks (Yam); 3. John Beal (Hon); 4. Richard Tunnell (Yam); 5. Dustin Jones (Kaw).

OPEN PRO: 1. Mike Ulrich (Yam); 2. Billy Binckley (Yam); 3. Mike Larson (Yam).

Sunday (Round 2)

50 (4-6): 1. Tevin Tapia (KTM); 2. Dylan Evanger (Act); 3. Joshua Bland (KTM).

50 (7-8): 1. Ray Valdez (KTM); 2. Tyler Villoputo (KTM); 3. Danny Gubser (Lem).

60 (6-8): 1. Joshua Hill (Kaw); 2. Daniel Levy (Kaw); 3. Cody Denham (Kaw).

60 (9-11): 1. Todd Nelson (Kaw); 2. Justin Keeney (Kaw); 3. Shawn Haberlock (Kaw).

60 OPEN: 1. Justin Keeney (Kaw); 2. Joshua Hill (Kaw); 3. Shawn Haberlock (Kaw).

80 BEG: 1. Alex Wirkus (Kaw); 2. Bryce Braun (Hon); 3. Chris Leiby (Yam); 4. Sean Murphy (Suz); 5. Kenneth Hammontree (Yam).

80 (7-11): 1. Brandon Layton (Yam); 2. Colton Pacciotti (Hon); 3. Adam Metzler (Suz); 4. Kenny Webster (Yam); 5. Tate Major (Yam).

80 (12-13): 1. Kyle Harris (Kaw); 2. Donnie Wolfe (Yam); 3. Kiel Krogstadt (Kaw); 4. Brent Line (Kaw); 5. Eric Nye (Yam).

80 (14-16): 1. Keith Kadell (Hon); 2. Tyler Fick (Kaw); 3. Marc Miller-Jones (Hon); 4. Tyler Lockridge (Kaw); 5. Josh Nelson (Yam).

S/MINI 80: 1. Brandon Layton (Yam); 2. Keith Kadell (Hon); 3. David Hallquist (Yam); 4. Kyle Harris (Kaw); 5. Colton Facciotti (Hon).

125 BEG: 1. Brian Sullivan (Yam); 2. Sean Sparkman (Yam); 3. Bryan Bundy (Suz); 4. Ken Lybbert (Yam); 5. Justin Thurman (Kaw).

125 JR: 1. Cody Beck (Yam); 2. Jeff Clutts (Yam); 3. Ronnie Peterson (Kaw); 4. Gabe Smith (Suz); 5. Dan Reude (Yam).

125 INT: 1. Mike Corder (Kaw); 2. Eric Williams (Suz); 3. Mike Storm (Kaw); 4. Tracy Johnson (Yam); 5. Ryan Sweet (Yam).

125 PRO: 1. Ryan Huffman (Suz); 2. Jason McCormick (Hon); 3. Dan Moore (Suz); 4. Ryan Terlecki (Suz); 5. Dustin Lenaburg (Kaw).

250 BEG: 1. Gerald Knifong (Yam); 2. Greg Stein (Hon); 3. Brian Fitch (Suz); 4. David Wilz (Suz); 5. Scott Koozer (Yam).

250 JR: 1. Ryan Metzler (Suz); 2. Chad Jones (Suz); 3. Chris Nichols (Suz); 4. Bret McCord (Kaw); 5. Dale Ivie (Suz).

250 INT: 1. Eric Williams (Suz); 2. Mike Corder (Kaw); 3. Monte Hill (Kaw); 4. Mike Storm (Kaw); 5. Nick Foister (Kaw).

250 PRO: 1. Ryan Huffman (Kaw); 2. Ryan Terlecki (Suz); 3. Jason McCormick (Hon); 4. Cory Bauder (Yam); 5. Tony Graves (Yam).

25+ JR: 1. Chris Bennett (Yam); 2. Dan Hansen (Kaw); 3. Mike Morgan (Suz); 4. Arlo Irby (Kaw); 5. David Sibley (Kaw).

25+ INT: 1. Ryan Sweet (Yam); 2. Todd Hinders (Suz); 3. Dave Silvestri (Suz); 4. Matt Larson (Suz); 5. Mark Jones (Hon).

30+ BEG: 1. Ty Landis (Yam); 2. Oscar Sheets (Suz); 3. Dewayne Roberts (Hon); 4. Tony Hartley (Suz); 5. Scott Grant (Yam).

30+ JR: 1. Curtis Allen (Hon); 2. Chip Chapman (Hon); 3. Bret McCord (Kaw); 4. Tim Smith (Suz); 5. Dave Akerman (Kaw).

30+ INT: 1. Robb Manning (Suz); 2. Todd Hinders (Suz); 3. Dave Silvestri (Suz); 4. Chris Bennett (Yam); 5. Monte Hill (Kaw).

30+ PRO: 1. Jim Anderson (Suz); 2. David Fox (Kaw); 3. Randy Wing (Suz); 4. Mark Hoffman (Kaw); 5. J.R. Meusling (Suz).

50+: 1. J.R. Meusling (Kaw); 2. John Brown (Hon); 3. Randy Lane (Yam).

BTH JR: 1. Cody Beck (Yam); 2. Todd Blanchard (Kaw); 3. Jeff Clutts (Yam); 4. Tyson Blood (Suz); 5. Ryan Sutton (Kaw).

BTH BEG: 1. Will Stewart (Yam); 2. Jeremiah Wiens (Yam); 3. Scott Moore (Yam).

UTH BEG: 1. Paul Uptain (Kaw); 2. David Wilz (Suz); 3. Jamie Zivney (Kaw).

O/T JR: 1. Oscar Sheets (Suz); 2. Brian Bertsch (Hon); 3. Brian Swanson (Yam); 4. Ricardo Marquez (Yam); 5. Don Ewing (Hon).

O/T INT: 1. Dan Fitch (Suz); 2. Dean Biddle (Kaw); 3. Tom Jesmer (Yam); 4. Jack Gulick (Yam); 5. Dan Trammell (Kaw).

O/T MNY: 1. Rick Bault (Kaw); 2. Lars Trulson (Yam); 3. Randy Wing (Suz); 4. Mitch Kirkpatrick (Hon); 5. Jerry Ebert (Kaw).

VET PRO: 1. Dan Moore (Suz); 2. Jim Anderson (Suz); 3. Chaun McAlister (Suz); 4. Mat Bateman (Suz); 5. Mike Ulrich (Yam).

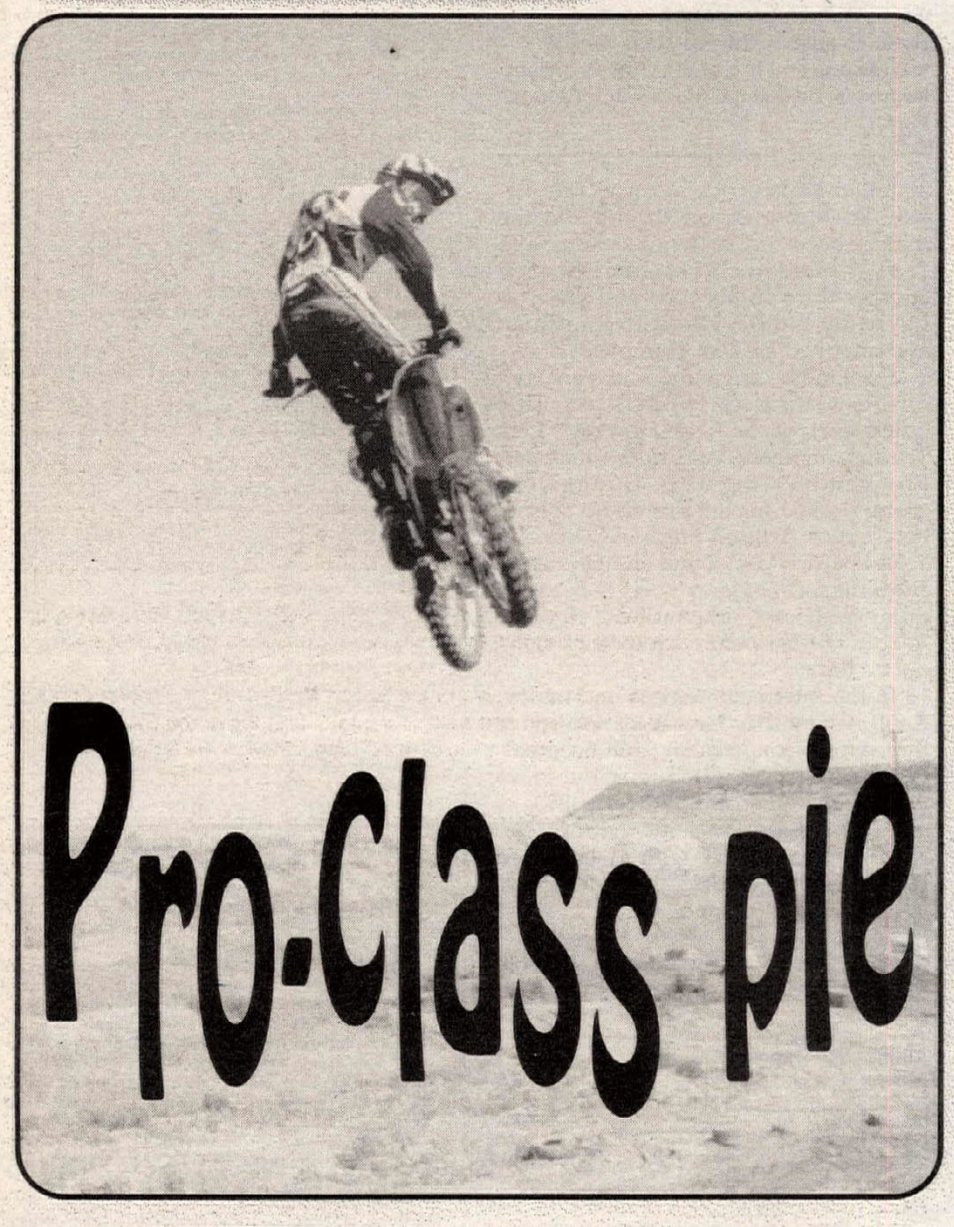
OPEN AM: 1. Mike Smith (KTM); 2. Jason Parks (Yam); 3. Michael Gamby (Yam); 4. John Beal (Hon); 5. Bob Meadows (KTM).

OPEN PRO: 1. Mike Ulrich (Yam); 2. J.R. Meusling (Yam); 3. Billy Binckley (Yam).

OPEN BEG: 1. Paul Uptain (Kaw); 2. David Wilz (Suz); 3. Jamie Zivney (Kaw).

WMN: 1. Sommer Beatley (Yam); 2. Jennifer Jordan (Kaw); 3. Tara Smith (Yam).

CMC Pac-West National Motocross Series, Rounds 3-4



Pro-class pie

Dan Moore took the largest portion of the Pro-class pie by styling his way to the 125cc Pro victory on Saturday and the 250cc Pro win in Sunday's races at the Richland Recreational Facility.

By Don Schneider

RICHLAND, VA, JUNE 20-21

Chaun McAlister, Dan Moore and Cory Bauder each took home a chunk of the Pro-class winnings at rounds three and four of the 18th annual CMC Pac-West Motocross Nationals, held at the Richland Recreational Facility. Series organizer Stu Peters made the trek from California to oversee the event as promoter Jannice McAlister and crew welcomed 1070 participants for two days of racing in the high desert.

The 125cc Pro class got a rude awakening on Saturday when McAlister and Paul Conner were off the concrete pad with great jumps, only to be overtaken by a wild Moore out of the first turn. Jamie Munson and Dustin Lenaburg gave chase, followed by Russell Chace, Allen Henderson, Justin Homan, Travis Gage and Derek Mahoney early on. Moore simply turned up the wick and motored away from the battle for second through fifth. McAlister hounded Conner and made his move up and over a massive 90-foot double for second on lap three. McAlister took second, Conner held tough in third, and the veteran, Munson, prevailed in fourth over Homan and Gage.

Moto two was similar for Moore, who piloted his Suzuki to the win by more than 20 seconds after McAlister took a soil sample battling with Conner for the runner-up spot. Lenaburg showed some prowess as he ate tons of sand roosted up from Conner's Dunlop tires as the duo crossed the checkers in second and third. Homan hauled it up to fourth, followed by Tuning by Travis-backed Travis Gage. McAlister salvaged sixth place after a great comeback effort.

Moore (1-1) went out and spanked the 250cc Pro class on Saturday, followed by Cory Bauder (2-2) and Ty Birdwell (3-3). Lenaburg prevailed in fourth with a 4-4 tally over Homan's 7-6 for fifth.

Bauder came back with a vengeance on Sunday, taking two perfect moto wins in the 250cc Pro class over Moore in second via a 2-2. Bauder was actually so far ahead that he nearly threw it away while attempting a heel-clicker over the 90-foot double. Munson took it to Birdwell in moto one and the two finished third and fourth, respectively.

Birdwell came back and ran in third place throughout moto two as Munson just couldn't muster the pass aboard his Honda. Gage put in his best showing of the weekend with a stellar fifth-place performance.

In Sunday's 125cc Pro action, McAlister had the quicker response off the pad and led Moore after lap one. Homan was a nice surprise in third, ahead of Munson, Lenaburg, Chace and Gage. Moore wasted little time and made the pass for the lead on McAlister after the whoops. Moore turned up the wick and eventually finished with more than 10 seconds on McAlister. Meanwhile, Homan held tough in third, while Munson held off Lenaburg for fourth. With only half a lap remaining, Lenaburg flew off the side of the back tabletop, hit a huge hole and cartwheeled off of the track, injuring his knee in the process; he left on a stretcher. Munson finished fourth and Gage crossed the line in fifth, followed by Mahoney, Conner and Chace.

McAlister pulled the second-moto holeshot, while Moore and Munson traded paint for the second position for the entire first lap. Henderson and Conner battled inside the top five, ahead of Gage. McAlister stepped it up and was five seconds up on Moore as Conner jetted past Henderson and found himself a few seconds back of Munson halfway into lap two. The positions stayed the same for three more laps, but Moore was gaining on McAlister out front. Homan motored up to pass Gage on lap four, just as Moore darted past McAlister in the whoops to take over the lead. Moore pushed it out front and within two more laps he held a seven-second lead over McAlister, who had the same advantage on Munson.

With two laps to go, Moore blew it when he overshot a large, nasty berm and flew off the track, allowing McAlister to take over the lead again. Thrashing past the white flag, Moore chased down McAlister once again but crashed in a sandy corner in a last-ditch effort to take the win. As the checkers came out for McAlister, Moore picked himself up to finish fourth behind Munson and Conner. CN

Richland Recreational Facility
Richland, Washington
Results: June 20-21, 1998
(Rounds 3 & 4 of 8)

Saturday (Round 3)

50 (4-7): 1. Chris Howell (KTM); 2. Tommy Weeck (KTM); 3. Joshua Quantrille (KTM).

50 (7-8): 1. Ray Valdez Jr. (KTM); 2. Tyler Villopoto (KTM); 3. Jobe Hollenbaugh (KTM).

60 (0-8): 1. Daniel Levy (Kaw); 2. Michael Schmeck (Kaw); 3. Tyler Villopoto (Kaw).

60 (9-11): 1. Justin Keeney (Kaw); 2. Shawn Haberlock (Kaw); 3. Keith Batterson (Kaw).

60 OPEN: 1. Shawn Haberlock (Kaw); 2. Keith Batterson (Kaw); 3. Justin Kenny (Kaw).

80 BEG: 1. Matt Rambo (Yam); 2. Sean Murphy (Suz); 3. Kyle Cravens (Yam).

80 (9-11): 1. Colton Facciotti (Hon); 2. Adam Metzler (Suz); 3. Ross Johnson (Kaw).

80 (12-13): 1. Kyle Harris (Kaw); 2. Donnie Wolfe (Yam); 3. Kiel Krogstadt (Kaw).

80 (14-16): 1. David Hallquist (Yam); 2. Keith Kadell (Hon); 3. Tyler Fick (Kaw).

S/MINI 80: 1. Jennifer Jordan (Kaw); 2. David Hallquist (Yam); 3. Keith Kadell (Hon).

125 BEG: 1. Ken Lybert (Yam); 2. Scott Graft (Kaw); 3. Chad Anderson (Suz); 4. Grant Carino (Yam); 5. Jeremiah Wiens (Yam).

125 JR: 1. Ronne Peterson (Kaw); 2. Gabe Smith (Suz); 3. Mark Jordan (Suz); 4. Tyson Blood (Suz); 5. Cody Beck (Yam).

125 INT: 1. Eric Williams (Suz); 2. Tyler Kavaney (Yam); 3. Jesse Hurst (Suz); 4. Mike Corder (Kaw); 5. Garhett Carter (Yam).

125 PRO: 1. Dan Moore (Suz); 2. Paul Conner (Yam); 3. Chaun McAlister (Suz); 4. Justin Homan (Suz); 5. Dustin Lenaburg (Kaw).

250 BEG: 1. Gerald Knifong (Yam); 2. Joseph Ebensteiner (Suz); 3. Jeff Anheluk (Suz); 4. Matt Russell (Hon); 5. Devin Evenger (Kaw).

250 JR: 1. Rob Shingledecker (Yam); 2. Ryan Metzler (Suz); 3. Dale Ivie (Suz); 4. Gabe Smith (Suz); 5. Asad Smith (Hon).

250 INT: 1. Eric Williams (Suz); 2. Mike Corder (Kaw); 3. Tyler Kavaney (Yam); 4. Rob Manning (Suz); 5. Wesley Parker (Suz).

250 PRO: 1. Cory Bauder (Yam); 2. Dan Moore (Suz); 3. Ty Birdwell (Kaw); 4. Jamie Munson (Hon); 5. Paul Conner (Yam).

25+ JR: 1. Mike Morgan (Suz); 2. Kevin Stevens (Yam); 3. Chad Zike (Yam); 4. Scott Huotari (KTM); 5. Arlo Irby (Kaw).

25+ INT: 1. Todd Hinders (Suz); 2. Dave Silvestri (Suz); 3. John Munson (Yam); 4. Mark Jones (Hon); 5. Chad Baer (Yam).

25+ PRO: 1. Dan Moore (Suz); 2. Ty Birdwell (Kaw); 3. Chaun McAlister (Suz); 4. Mat Bateman (Suz); 5. Justin Homan (Suz).

30+ BEG: 1. Greg Carpino (Hon); 2. Scott Grant (Yam); 3. Ty Jones (Suz); 4. Chris Murphy (Yam); 5. Alan Hammack (Hon).

30+ JR: 1. Ted Wolf (Hon); 2. Tim Fulton (Kaw); 3. Ron Barry (Kaw); 4. Paul Smyth (Yam); 5. Mike Morgan (Hon).

30+ INT: 1. Todd Hinders (Suz); 2. Robb Manning (Suz); 3. Kevin Cornett (Yam); 4. Dan Villopoto (Yam); 5. Dave Silvestri (Suz).

30+ PRO: 1. Jim Anderson (Suz); 2. Ron Wehr (Yam); 3. Joe Casey (Yam); 4. Mitch Kirkpatrick (Hon); 5. Chad Baer (Yam).

BTH BEG: 1. Dru Moubray (Suz); 2. Jeremiah Wiens (Yam); 3. Alan Arlin (Hon); 4. Kavin Birch (Kaw); 5. Josh Brown (Yam).

BTH JR: 1. Tyson Blood (Suz); 2. Ronnie Peterson (Kaw); 3. Dale Ivic (Suz); 4. Tim Robertson (Suz); 5. Kenny Birch (Kaw).

O/T INT: 1. Chris Hutzelman (Hon); 2. Dan Fitch (Suz); 3. Tom Jesmer (Yam); 4. Dan Trammell (Kaw); 5. David Hampton (Hon).

O/T JR: 1. Oscar Sheets (Suz); 2. Pat Jaquish (Yam); 3. Don Paz (Hon); 4. Derrell Nickerson (Suz); 5. Don Ewing (Hon).

O/T MNY: 1. Carl Chadwick (Yam); 2. Bob Meadows (KTM); 3. Mike Perry (Suz); 4. Mitch Kirkpatrick (Hon); 5. Jerry Ebert (Kaw).

OPEN AM: 1. Mike Smith (KTM); 2. Jason Parks (Yam); 3. John Beal (Hon).

OPEN PRO: 1. Carl Chadwick (Yam); 2. Dave Hampton (Hon); 3. Mike Marquam (Hon).

WMN: 1. Sommer Beatley (Yam); 2. Jennifer Jordan (Kaw); 3. Shiri Howell (Yam).

Sunday (Round 4)

50 (4-6): 1. Tommy Weeck (KTM); 2. Chris Howe (KTM); 3. Joshua Quantrille (KTM).

50 (7-8): 1. Ray Valdez Jr. (KTM); 2. Jacob Kannada (Cob); 3. Tyler Villopoto (KTM).

60 (3-8): 1. Daniel Levy (Kaw); 2. Cody Denham (Kaw); 3. Michael Schmeck (Kaw).

60 (9-11): 1. Todd Nelson (Kaw); 2. Shawn Haberlock (Kaw); 3. Justin Keeney(Kaw).

60 OPEN: 1. Justin Keeney (Kaw); 2. Cody Stanton (Kaw); 3. Keith Batterson (Kaw).

80 BEG: 1. Matt Rambo (Yam); 2. Tyler Graff (Kaw); 3. Sean Murphy (Suz).

80 (7-11): 1. Brandon Layten (Yam); 2. Scottie Gerken (Kaw); 3. Colton Facciotti (Hon).

80 (12-13): 1. Kyle Harris (Kaw); 2. Donnie Wolfe (Yam); 3. David Rose Jr. (Kaw).

80 (14-16): 1. Keith Kadell (Hon); 2. Nick Mouritsen (Yam); 3. Tyler Fick (Kaw).

S/MINI 80: 1. Kenny Shelton (Yam); 2. Kyle Harris (Kaw); 3. Nick Mouritsen (Yam).

125 BEG: 1. Grant Carpino (Yam); 2. Scott Graff (Kaw); 3. Dru Moubray (Suz); 4. Ken Lybert (Yam); 5. Jason Cooper (Kaw).

125 JR: 1. Jason Zuhlke (Kaw); 2. Mark Jordan (Suz); 3. Tyson Blood (Suz); 4. Jeff Clutts (Yam); 5. Todd Blanchard (Kaw).

125 INT: 1. Tyler Kavaney (Yam); 2. Eric Williams (Suz); 3. Mike Corder (Kaw); 4. Jesse Hurst (Suz); 5. Mark Dumas (Suz).

125 PRO: 1. Chaun McAlister (Suz); 2. Jamie Munson (Hon); 3. Dan Moore (Suz); 4. Paul Conner (Yam); 5. Justin Homan (Suz).

250 BEG: 1. Gerald Knifong (Yam); 2. Joseph Ebensteiner (Suz); 3. Bill Johnson (Hon); 4. Davey Ivey (Hon); 5. Wade Heitzman (Hon).

250 JR: 1. Ron Thalheimer (Suz); 2. Rob Shingledecker (Yam); 3. Jayson Sheets (Suz); 4. Asad Smith (Hon); 5. Gabe Smith (Suz).

250 INT: 1. Mike Corder (Kaw); 2. Chris Church (Yam); 3. Wesley Parker (Suz); 4. Tracy Johnson (Yam); 5. Cameron Weaver (Kaw).

250 PRO: 1. Dan Moore (Suz); 2. Cory Bauder (Yam); 3. Ty Birdwell (Kaw); 4. Dustin Lenaburg (Kaw); 5. Justin Homan (Suz).

25+ BEG: 1. Brian Scott (Kaw); 2. Scott Lane (Kaw); 3. Jamie Zivney (Kaw).

25+ INT: 1. Todd Hinders (Suz); 2. Dave Silvestri (Suz); 3. John Munson (Yam); 4. Mathew Larson (Suz); 5. Danny Villopoto (Yam).

25+ PRO: 1. Dan Moore (Suz); 2. Chaun McAlister (Suz); 3. Justin Homan (Suz); 4. Ty Birdwell (Kaw); 5. Mat Bateman (Suz).

30+ BEG: 1. Dave Ivey (Hon); 2. Karl Trautmann (Suz); 3. Darrell Nickerson (Suz); 4. Greg Carpino (Hon); 5. Alan Hammack (Hon).

30+ JR: 1. Ted Wolf (Hon); 2. Mike Morgan (Suz); 3. Ron Thalheimer (Suz); 4. George Moore (Hon); 5. Ron Barry (Kaw).

30+ INT: 1. Robb Manning (Suz); 2. Todd Hinders (Suz); 3. Dave Silvestri (Suz); 4. Danny Villopoto (Yam); 5. Greg Nelson (Kaw).

30+ PRO: 1. Jim Anderson (Suz); 2. Ron Wehr (Yam); 3. Mitch Kirkpatrick (Hon); 4. Joe Casey (Yam); 5. Chad Baer (Yam).

BTH BEG: 1. Dru Moubray (Suz); 2. Matt Russell (Yam); 3. Kevin Birch (Kaw); 4. Derek Day (KTM); 5. Jeremiah Wiens (Yam).

BTH JR: 1. Tyson Blood (Suz); 2. Todd Blanchard (Kaw); 3. Jeff Clutts (Yam); 4. Taft Matherly (Yam); 5. Tim Robertson (Suz).

BTH INT: 1. Chris Church (Yam); 2. Garhett Carter (Yam); 3. Jesse Hurst (Suz); 4. Alan Peters (Yam); 5. Nick Foister (Kaw).

O/T INT: 1. Chris Hutzelman (Hon); 2. Dan Fitch (Suz); 3. Tom Jesmer (Yam); 5. Michael Grimm (Suz).

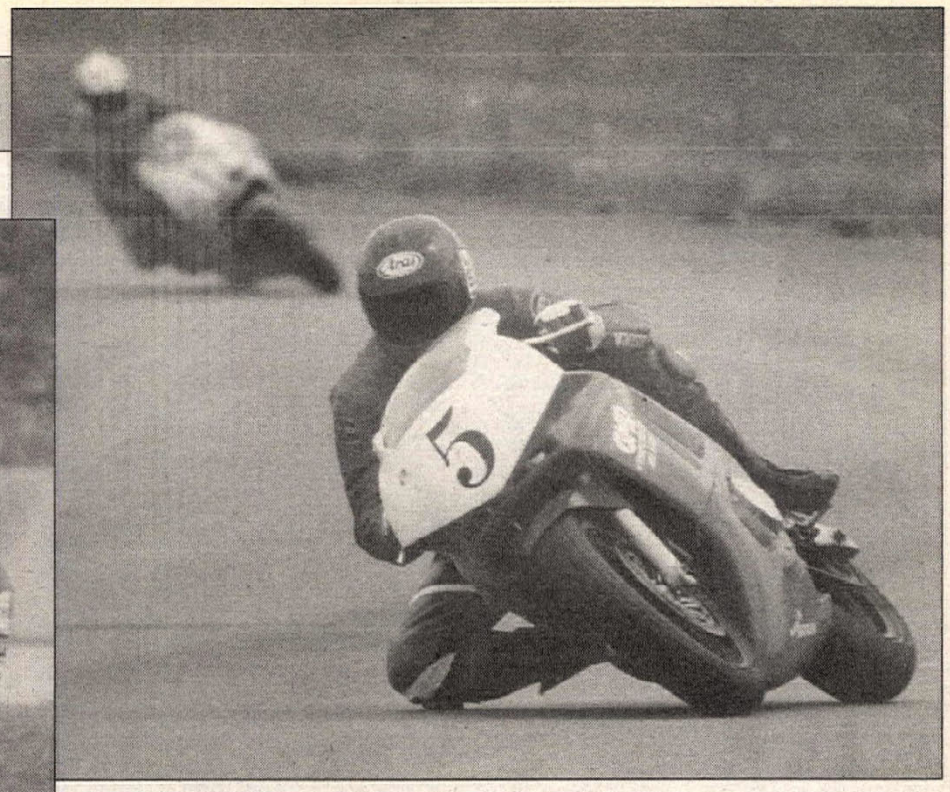
O/T JR: 1. Oscar Sheets (Suz); 2. Pat Jaquish (Yam); 3. Alan Hammack (Hon); 4. Leroy Smith (Kaw); 5. Don Ewing (Hon).

O/T MNY: 1. Carl Chadwick (Yam); 2. Bob Meadows (KTM); 3. Lars Trulson (Yam); 4. Mitch Kirkpatrick (Hon); 5. Joe Casey (Yam).

OPEN AM: 1. Mike Smith (KTM); 2. John Beal (Hon); 3. Bob Meadows (KTM).

OPEN PRO: 1. Carl Chadwick (Yam); 2. Dave Hampton (Hon); 3. Mike Marquam (Hon).

WMN: 1. Sommer Beatley (Yam); 2. Jennifer Jordan (Kaw); 3. Shiri Howell (Yam); 4. Tara Smith.



(Left) Jamie Hanshaw (01) won the Expert GTP, Expert GTU, Expert Middleweight Superbike and Expert Lightweight GP classes at round four of the GLRRA Road Race Series.
(Above) Jeff Kramer (5) picked up wins in the Expert Middleweight Supersport and Expert Middleweight GP classes, and he also won the first leg of the Expert Michigan GP at the GLRRA Road Races, held at Road America in Elkhart Lake, Wisconsin.

Great Lakes Road Racing Association Series, Round 4

Marlowe gets his first

By Debbie Parinello
Photo by Lee Rigozzi

ELKHART LAKE, WI, JUNE 10-11

Tim Marlowe's face was sunnier than the weather after he got his first win ever in the Amateur GTO class at round four of the Great Lakes Road Racing Association Series, held at Road America.

The track was wet from a slow rain, and a crash in the first turn brought out the red flag on the Amateur GTO start. The restart saw Matt Ames push through turn one first, with Tom Jenson, Charlie Vaughn, Vincent Romano and Marlowe in tow. On the back kink, Marlowe started his move as he asked the 900RR for some more power and took the lead by the time the pack came down the straightaway for the first time. Vaughn and Ames got busy with each other while Romano checked out of the race. This left the 30-year-old Marlowe to use his ice-racing, flat-track and motocross skills to stretch out the lead. By the last lap, Ames had taken second from Vaughn, and he was so pleased that he didn't notice Jenson sneaking up on him. Jenson was able to work Vaughn out of the picture and move up to the rear fender of Ames. Down the straight, Marlowe took his first-ever win and Jenson got a good drive out of the last turn to steal second from Ames, who got sent to fourth when Vaughn drafted on by with Jenson. Marlowe is in his second year of road racing and had never ridden at Road America.

"I put race gas in it this weekend instead of pump!" Marlowe responded when asked how he won.

On Wednesday, turn 12 took nine bikes hostage, with another eight sliding to a stop under the Billy Mitchell bridge. All of the races on Thursday had to be shortened in order to finish the program. The Sprint races were cut to two laps, while GTs went to four laps. Some races were flagged off before everyone was even on the grid. You had to be quick even on the warmup lap. Big elbows and good holeshots were the recipe for wins on Thursday.

The fifth of 16 races to be run was the Expert Middleweight Superbike division. Rain fell for most of the morning, but a drying line could be seen on the track. Most of the bikes had no time to change from rain tires to slicks before the race was started, and Jamie Hanshaw came off the line with a good holeshot and his elbows out. Jeff Kramer was second, with Brian Salazar following. Kramer was getting tired of seeing Hanshaw's tail and made a bid for the lead on the third lap. This lead would fade, and Hanshaw took the lead and the win by only a few feet on the final lap. Hanshaw stayed over to run in the AMA 750cc Supersport and 600cc Supersport classes on the weekend, where he finished 13th and 19th, respectively.

Hanshaw is the points leader in the GLRRA and made the statement that Kramer was hard to get around and was picking up speed as the races went on. The two seem to battle nearly every weekend, and Hanshaw's father told him to let Kramer go if he got a good lead and just finish the race. By the end of the day, Hanshaw had beaten Kramer four times, while Kramer had beaten Hanshaw in three races.

Kramer did not hear the call for the Expert Middleweight Supersport race and had to grid on pit lane for the start. This was one of those two-lap races, and Hanshaw now had a distinct advantage, as he was in the first row. Roger Lee Hayden led the field across the line on the first lap, with Hanshaw and Salazar fighting for second. The rain was getting heavy, and Kramer was getting faster coming up through the pack. He was drinking water and taking names as he passed them, and he amazed the crowd when he came by on the last lap with the lead. It was a solid win for Kramer, who came from dead last in a two-lap race to take the win - in the rain, no less.

"I was told by a female admirer that the rain in Wisconsin was not as slick as elsewhere," Computrak/Dunlop-backed Kramer joked about his win.

By the end of the day, Kramer had wadded his bike on the back kink. He admitted that the front end was pushing a little all day and finally had let go after the back end got loose.

"If you know me," Kramer concluded, "you know I am not happy unless I'm going faster." CN

Road America
Elkhart Lake, Wisconsin
Results: June 10-11, 1998 (Round 4)

Wednesday

EX GTU: 1. Chuck Sorenson (Yam); 2. Jamie Hanshaw (Suz); 3. Jeff Kramer (Hon); 4. Larry Denning (Kaw); 5. Brian Gibson (Suz).

AM GTU: 1. Jason Dodd (Suz); 2. Matt Ames (Suz); 3. Nick Caliguri (Hon); 4. Aaron Risinger (Hon); 5. Vincent Romano (Suz).

EX L/W S/TW: 1. Steve Potter (Duc); 2. Brian Dedoes (Kaw); 3. Gregg Foster (Hon); 4. Greg Fields (Duc); 5. Paul Cottrell (Duc).

AM L/W S/TW: 1. Terry Cross (Hon); 2. Chris Bunker (Hon); 3. Joe Kraft (Hon); 4. Mitch Baghhdoian (Hon); 5. Bill Scannell (Duc).

AM H/W S/BK: 1. Aaron Risinger (Hon); 2. Matt Ames (Suz); 3. Jason Dodd (Suz); 4. Charlie Vaughn (Hon); 5. Vincent Romano (Suz).

EX GTP: 1. Jamie Hanshaw (Yam); 2. Sean Mowery (Yam); 3. Steve Potter (Duc); 4. Kevin Lehman (Yam); 5. Kent Larson (Yam).

AM GTP: 1. Terry Cross (Hon); 2. John Alguire (Hon); 3. Chris Wolter (Yam); 4. Joe Kraft (Hon); 5. Chris Bunker (Hon).

AM GTO: 1. Tim Marlowe (Hon); 2. Tom Jenson (Suz); 3. Charlie Vaughn (Hon); 4. Matt Ames (Suz); 5. Aaron Risinger (Hon).

EX SPTSMN: 1. Brian Dedoes (Kaw); 2. John Fenner (Hon); 3. Kevin Patmore (Kaw); 4. Scott Brown (Suz).

AM SPTSMN: 1. Tim Goldsmith (Hon); 2. Bo Sporer (Suz); 3. Lee Rigozzi (Suz); 4. Rob Klein (Hon); 5. Jan Swain (Kaw).

EX GTO: 1. Jamie Hanshaw (Suz); 2. Jeff Kramer (Hon); 3. Paul Ducato (Yam); 4. Steve Karson (Suz); 5. Kuntae Kim (Duc).

Thursday

AM L/W S/BK: 1. Nick Newman (Yam); 2. Carl Walzer (Hon); 3. Terry Cross (Hon); 4. Chris Bunker (Hon); 5. Bill Scannell (Duc).

EX L/W S/BK: 1. Sean Mowery (Yam); 2. Paul Ellman (Yam); 3. Jamie Hanshaw (Yam); 4. Ken Hsu (Yam); 5. John Fenner (Hon).

EX M/W GP: 1. Jeff Kramer (Hon); 2. Jamie Hanshaw (Suz); 3. Joe Fletcher (Yam); 4. Leon Cortez (Yam); 5. Roger Lee Hayden (Suz).

AM M/W GP: 1. Nick Caliguri (Hon); 2. Matt Ames (Suz); 3. John Trautman (Hon); 4. Charlie Vaughn (Hon); 5. Doug Cornett (Hon).

EX M/W S/BK: 1. Jamie Hanshaw (Suz); 2. Jeff Kramer (Hon); 3. Brian Salazar (Suz); 4. Monte Nichols (Duc); 5. Scotty Van Skoik (Suz).

AM M/W S/BK: 1. Matt Ames (Suz); 2. Charlie Vaughn (Hon); 3. Mike Ropp (Hon); 4. Nick Caliguri (Hon); 5. Jason Knupp (Hon).

EX H/W S/SPT: 1. Roger Lee Hayden (Suz); 2. Sean Nelson (Suz); 3. Jamie Hanshaw (Suz); 4. Jeff Kramer (Hon); 5. Brian Gibson (Suz).

AM L/W GP: 1. Terry Cross (Hon); 2. Chris Wolter (Yam); 3. Bill Scannell (Duc); 4. Chris Bunker (Hon); 5. Carl Walzer (Hon).

EX L/W GP: 1. Jamie Hanshaw (Yam); 2. Sean Mowery (Yam); 3. Scott Brown (Yam); 4. Gregg Foster (Hon).

EX MICH GP LEG 1: 1. Jeff Kramer (Hon); 2. Rad Greaves (Suz); 3. Brian Salazar (Suz); 4. Jamie Hanshaw (Suz); 5. Kuntae Kim (Duc).

AM MICH GP LEG 1: 1. Charlie Vaughn (Hon); 2. Vincent Romano (Suz); 3. Matt Ames (Suz); 4. Mike Ropp (Hon); 5. Kevin Smith (Suz).

EX MICH GP LEG 2: 1. Brian Salazar (Suz); 2. Steve Steinman (Kaw); 3. Monte Nichols (Duc); 4. Jamie Hanshaw (Suz); 5. Brian Gibson (Suz).

AM MICH GP LEG 2: 1. Charlie Vaughn (Hon); 2. Vincent Romano (Suz); 3. Matt Ames (Suz); 4. Kevin Smith (Suz); 5. Mike Ropp (Hon).

AM M/W S/SPT: 1. Charlie Vaughn (Hon); 2. Matt Ames (Suz); 3. Eric Dummer (Hon); 4. Steve Kopp (Hon); 5. Aaron Risinger (Hon).

EX M/W S/SPT: 1. Jeff Kramer (Hon); 2. Roger Lee Hayden (Suz); 3. Brian Salazar (Suz); 4. Steve Steinman (Kaw); 5. Shaun Nelson (Suz).

EX H/W S/TW: 1. Kuntae Kim (Duc); 2. Monte Nichols (Duc); 3. John Fenner (Hon); 4. Chris August (Hon); 5. Kevin Patmore (Kaw).

AM H/W S/TW: 1. Terry Cross (Hon); 2. Dan Home (Duc); 3. Rick Anderson (Hon); 4. Chris Bunker (Hon); 5. Carl Walzer (Hon).

125 GP: 1. Drew Swanson (Yam).

250 GP: 1. Jamie Worthington (Apr); 2. Robert Newby (Yam).

EX H/W S/BK: 1. Tommy Hayden (Suz); 2. Matt Drucker (Hon); 3. Boyd Bruner (Yam); 4. Brian Gibson (Suz); 5. Eugene Ashworth (Suz).

AM H/W S/SPT: 1. Nick Caliguri (Hon); 2. Vincent Romano (Suz); 3. Jeremiah Becker (Kaw); 4. Matt Ames (Suz); 5. Kevin Smith (Suz).

Wulfsport International Twin Shock GP

Twin shocking

By Sean Lawless

NANTWICH, ENGLAND, JUNE 20-21

"Rocket" Rex Staten was the sole American representative at the Wulfsport International Twin-Shock Grand Prix, staged at Hatherton Hall, the former British 125cc GP track. While he was certainly outnumbered by riders from Sweden, Holland, Belgium and the huge contingent of British twin-shock enthusiasts, the "Rocket" flew the flag for his country proudly and, but for mechanical problems, would have finished the day on the podium.

As it was, the overall victory after three 15-minute races went to former British Champion Pete Mathia, the 45-year-old local hero who repeated his Twin-Shock GP win of two years ago at Farleigh Castle, beating Swedish ace Jorgen Nilsson and veteran British racer Steve How.

The meeting attracted an incredible 230 riders for two days of retro-racing, but despite exciting action spread throughout the six support classes, most interest was centered around the main event, in which Staten, riding a 440 Maico, was going head to head with riders of the caliber of 490 Maico-mounted Mathia, former British Champion Geoff Mayes (riding a 250cc Kawasaki), former 500cc GP star Nilsson (also riding a 490 Maico), How (on a 510 Husqvarna) and 490 Maico-mounted Rob Hooper, who is in charge of Suzuki UK's modern British and World Motocross squad.

It was Mathia who kept the power on longest down the start straight to take the holeshot in the opening International race to lead Nilsson. However, the Swede - who still has no feeling in his legs following a horrific crash at the Stuttgart SX in 1993 that ended his modern racing career - was quickly into the lead, followed by Maico-mounted Phil Small, with Steve Harrison chasing Mathia.

After the first lap, flying Scot Billy Edwards held fifth ahead of Staten, with How, Mayes and former top European amateur champion Keith "Piggy" Ree, who chipped a bone in his ankle in practice, hot on his heels. As How and Staten traded passes - in the process pulling away slightly from Mayes - Mathia began to close on Nilsson after earlier running into the back of the Swede in a corner, slowing himself and giving Nilsson an unexpected shove forward.

Hooper was also making rapid forward progress after stalling on the opening circuit and by half-distance had carved his way through from a first-lap 23rd to 12th as former British MX des Nations teamster Jimmy Aird, riding a 500cc CCM, pulled out after crashing.

With a lap to go it was Nilsson leading Mathia, who was in turn followed by How and Staten - despite losing precious ground on How when a problem with the fuel tap forced him to back off and switch his Maico (supplied by Wulfsport International boss Bill Brown) onto reserve.

Then, on the final circuit, Nilsson came to a sudden halt as his front brake locked on - handing the win to Mathia. How came home second, just ahead of Staten, with Mayes taking a fine fourth from Steve Harrison. Paul Harrison was sixth, followed by Ree, Steve Shuttleworth (on a 400 Suzuki), Nilsson and Small, with Hooper recovering from his first-lap mishap in 11th.

Nilsson took the holeshot in the second International leg and was chased by Staten, Mathia and Small, but the race was red-flagged after a lap when Edwards and Hooper came together over a jump and crashed heavily. Hooper, his racing jersey in rags, was able to walk away, but a concussed Edwards had to be transported from the track in an ambulance.

On the restart it was Nilsson who again went into the first corner in the lead, with Small close behind as How and 495 KTM rider Mick Ashford went down in a deep rut in the valley bottom. Aird also tasted the Cheshire dirt on the opening lap and fell again on the second before pulling out after being rammed twice as he struggled to restart the big CCM.

With Small pulling out on lap two, it was left to the stylish Staten - pressed hard by Mathia and Rees - to chase Nilsson as How and Ashford charged back through the pack. Then, with two laps to go, the mechanical gremlins - this time carburetion problems - again struck Staten, forcing him to pull out and giving Mathia a clear track to chase down Nilsson, who had around 10 seconds on the second-placed man.

In the final two laps Mathia upped his pace and at the line was right with the Swede but unable to force his way past. The closing laps also saw a great battle between How and Mayes, with How just having the edge to take third. Paul Harrison came home fifth ahead of Ashford, with Ree seventh, chased by Shuttleworth, Steve Harrison and Irish visitor Geoff Leaney on a 500cc Husqvarna.

In the final International race it was Paul Harrison who pulled out a holeshot to lead Nilsson and Staten, with Mathia, Ree, Small and How also right up at the front. Nilsson hit the front on the opening circuit and quickly pulled away as Staten was held up by Harrison for a lap. The Rocket finally got past on the second lap and, looking fitter and faster than the rest of the field, he was soon reeling in the Swede. Harrison grimly held on to third for another lap before succumbing to the pace and pressure and slipped back to sixth as first Mathia and then How and Small moved up.

Wily Mathia knew he was in line for the overall and concentrated on staying smooth rather than risking everything by going after Staten. Staten, on the other hand, had nothing to lose after his second-moto DNF and maintained a tremendous pace for the remainder of the race as he ate into Nilsson's lead, coming within an ace of victory by nailing his Maico around the final corner as the Swede cruised across the line.

Mathia took the cheers of the crowd as he crossed the line third for the overall victory with How close behind, followed by Small, Paul Harrison, Mayes and Steve Shuttleworth. Ree finished ninth and was clearly in pain from his injured ankle after consistently jumping higher and longer than his rivals (and, consequently, landing harder), with Steve Harrison rounding out the top 10.

Despite missing the overall win, Staten had only good things to say about the race on what he called a "proper" motocross track.

"I've had a great time. I definitely want to come back next year and I'll try and bring some more Americans with me," Staten said. "It would be great if I could persuade Brad Lackey to come. It's good to get on a proper motocross track again rather than the supercross-style stuff back home. I was surprised at how short the races were compared to the 100-mile desert races I usually do on the weekend - but there are some very quick riders over here."

He added, "I'd like to thank everyone in England who has helped out and made me feel so welcome; Bill Brown in particular has been great." CN

International Twin-Shock Grand Prix
Nantwich, England
Results: June 20-21, 1998

O/A: 1. Pete Mathia (Mai); 2. Jorgen Nilsson (Mai); 3. Steve How (Hus); 4. Geoff Mayes (Kaw); 5. Rex Staten (Mai).

A midpack battle rages between Rusty Lowry (8), Jay Richardson (21), Mitch Boehm (6) and Larry Poons (20) at the AHRMA Historic Team Challenge Races, held in Mallory Park, England. The Brits handily defeated the American team in the rain-soaked conditions.

AHRMA Historic Team Challenge

U.S. takes a bath

By Rusty Lowry
Photo by Peter Wileman

MALLORY PARK, ENGLAND, JUNE 14

The British team dominated both 10-lap vintage races at England's Mallory Park circuit to overcome their Daytona points deficit and win the first AHRMA Historic Team Challenge races.

Teams of 10 riders on historic 500 and 750cc machines met in a series of vintage events - reminiscent of the '70s' Transatlantic Match Series - to decide ownership of the Roger Reiman Cup and to establish a heightened competitiveness between established vintage programs on both sides of the Atlantic. The American squad traveled to England, hoping their large points lead gained on Daytona's horsepower-friendly banking would carry them to a series victory on the tighter Mallory Park track. Staking their hopes on a large contingent of high-revving, high-horsepower Honda CR750 and 450 racers, the North American team took a serious approach to the weekend races, posting very competitive practice times in the morning's dry conditions. The afternoon's races proved a different story as the English skies opened up and the visiting Americans got to experience true British short-circuit racing in all of its wet and slippery glory.

The first race set off in a steady rain after a 15-minute delay to let the really heavy precipitation pass on. Multi-time Isle of Man winner Bob Heath quickly jumped out to a lead on his Seeley-framed Matchless single, with teammates Danny Imberg and Jerry Summerfield in tow. The three teammates held this formation to the checkers. Former AMA Grand National Champion Gary Nixon took advantage of a front-row starting position to wheelie his borrowed Triumph 750 triple off the line and into fourth place, a position he held to the end of the race after England's John Cronshaw slipped and fell while trying to pass Nixon on the outside of a fast corner. No other American stayed in contention as the Hondas' horsepower went up in wheelspin, and the local racers took full advantage of their knowledge of the track to fill eight out of the top 10 finishing positions.

Florida's Will Harding was unable to repair his damaged CR750 Honda "Big Grizzly" after a high-speed get-off at "Devil's Elbow" in race one and was forced to miss the second race. England's Anthony Meyers took the lead in the 18-rider field to start the second race, run in marginally drier conditions. Again, Heath went to the front, while Imberg turned the race's fastest lap of 56.6 seconds for an average lap speed of 85.76 mph to finish a little closer to Heath in second place. America's remaining hopes for an improved finish were dashed when Daytona winner

Adam Popp grabbed too much front brake entering the ultratight Mallory Park hairpin and stalled his engine to avoid center-punching Nixon. Shortly thereafter, Henning threw away his Honda exiting the same corner. These misfortunes left Nixon to repeat his fourth-place ride, while longtime vintage racer Larry Poons scampered across the line a mere four-hundredths of a second ahead of Rusty Lowry's Harley-Davidson KR750 to close out the top 10 for the Americans in an otherwise all-British top 10.

All in all, it was a spirited, well-run event that played to an estimated 5200 dedicated spectators in dreadfully wet conditions. The British team and Mallory Park were gracious hosts, and rival team leaders Gary Nixon and Phil Read promise a rematch in '99 - hopefully run in drier conditions. CN

AHRMA Historic Team Challenge
Mallory Park, England
Results: June 14, 1998

RACE 1: 1. Bob Heath (Mat); 2. Danny Imberg (Tri); 3. Jerry Summerfield (Nor); 4. Gary Nixon (Tri); 5. Pat Mooney (Nor); 6.Graham Wilson (Cra); 7. Phil Read (BSA); 8. Graham Read (Hon); 9. Todd Henning (Hon); 10. Mike Hose (Tri).

RACE 2: 1. Bob Heath (Mat); 2. Danny Imberg (Tri); 3. Jerry Summerfield (Nor); 4. Gary Nixon (Tri); 5. Graham Read (Hon); 6. Pat Mooney (Nor); 7. Mike Hose (Tri); 8. John Cronshaw (BSA); 9. Larry Poons (See); 10. Rusty Lowry (H-D).

Oregon State Dirt Track Championships

Annen attacks

By Clay Light

MADRAS, OR, JUNE 27

National number 40, Jeff Annen, withstood a flurry of advances from rival Washingtonian J.P. Simonsen to post a win in the 20-lap Expert main event at the AMA Pro-Am quarter-mile short track, which doubled as the single-round Oregon State Championship at the Madras Speedway.

The event, promoted by the Mount St. Helens Motorcycle Club and Doug O'Brien, drew riders from three Western states, but it was Washingtonians - including 600cc Pro-Sport winner Beau A. Brown - posting the majority of the class wins.

(Above) Jeff Annen (40) won the Expert main event at the Oregon State Dirt Track Championships, held at the Madras Speedway in Oregon. (Right) Kurt Hawk won the 250cc and Open A mains at the Oregon State Dirt Track Championships.

Qualifying kicked off Oregon's only AMA Pro dirt track race of the 1998 season, with Wood-Rotax-mounted Annen, Oregon's Brown and Eric Rickman battling for front-row positions in the first of two heat races, which Annen won. Heat two was also closely contested as Eli Price, coming off a Castle Rock TT win, and Simonsen traded positions in a race-long battle which Price ultimately won.

Two six-rider (the top three from each heat race) Dash For Cash events were held prior to the running of main events. Brown, who won the first of two 600cc Pro-Sport heat races, did a runaway to nab a win ahead of Aaron Weston. Simonsen scored a popular win in the Cecil Brown-sponsored Expert Dash For Cash, but he was pressured by fellow National numbers Annen and Price. Price saved what could have been a nasty get-off to place third.

Small-wheel action kicked off the evening's main events. Suzuki rider Corey Simpson scored what was most likely the biggest win of his short career in the 80cc A class after coming from behind to nab local rider Cody Sprague and finally Honda-mounted Mark Studebaker for the win.

Yamaha rider Dan Kirk led the two-row, 10-rider Over 40 final, followed by Allen Morinville, B-main winner Jim Monegan and Mark Studebaker Sr., but Kirk began a slide backward through the field as both Monegan and Morinville overtook him. Vince Holt, the AMA District 27 Over 40 number one, then battled with Kirk to the end, resulting in a finish-line pass to net Holt third behind Monegan and Morinville. Kirk, Studebaker, Craig Renfro and Kim McKillop closed out the field.

Brown took the holeshot in the 600cc Pro-Sport final, and much like his heat and DFC victories, his win was a runaway aboard the Ray Carroll Racing Rotax. Aaron Weston, who was making his season debut, posted an impressive performance that netted him second ahead of this year's winningest rider, Todd Hagmann, who was followed by George Prindiville, Monegan, Brian Schilt and Doug Annen.

The final main event of the evening was the 20-lap Expert main event, in which Annen sat on the pole position aboard the Lopko/Shoei/Thor-backed Rotax. Annen used the outside line to lead Simonsen, Price, Brown, Rickman and Hiatt on the opening lap. Price's charge forward ended prematurely on lap one after he slid out. This allowed veterans Simonsen and Annen to leave the field well behind but opened up the door for second-year Expert Brown to move into third. Brown, however, lost the position to Rickman but eventually moved back to third after Simonsen developed a flat rear tire and dropped back. That left Annen with a healthy lead - one that he held to the finish. Rickman scored second ahead of Brown, Jeff Hiatt, Josh Currey and Dick Wall. CN

Madras Speedway
Madras, Oregon
Results: June 27, 1998

EX: 1. Jeff Annen (W-R); 2. Eric Rickman (W-R); 3. Beau A. Brown (W-R); 4. Jeff Hiatt (W-R); 5. Joshua Currey (KTM).

600 PRO-SPT: 1. Beau A. Brown (Rtx); 2. Aaron Weston (Hon); 3. Todd Hagmann (Rtx); 4. George Prindiville (Yam); 5. Jim Monegan (Rtx).

EX DFC: 1. J.P. Simonsen (Rtx); 2. Jeff Annen (W-R); 3. Eli Price (W-R).

600 PRO-SPT DFC: 1. Beau A. Brown (Rtx); 2. Aaron Weston (Hon).

P/W: 1. Frankie Boncz (Lem); 2. Alex Bergman (Yam).

50 JR: 1. Quinn Simpson (KTM): 2. Alex Bergman (Yam); 3. Tyler Meade (KTM).

60 A: 1. Chris Celorie (Kaw).

80 A: 1. Corey Simpson (Suz); 2. Mark Studebaker (Hon); 3. Cody Sprague (Yam).

80 BEG: 1. Mark Studebaker (Hon); 2. Tim Hanson (Hon).

125 A: 1. Chris Meade (Yam); 2. Sean Light (Hon); 3. Paul Castillo (Hon).

250 A: 1. Kurt Hawk (Hon); 2. Scooter Vernon (ATK); 3. Daniel Adkins (Hon).

OPEN A: 1. Kurt Hawk (Rtx); 2. Troy Renfro (Rtx); 3. Brian Walls (Hon).

OPEN DTX: 1. Scooter Vernon (ATK); 2. Tim Ricketts (Hon); 3. Phil Scott (Yam).

30+: 1. Gary Moore (Rtx); 2. Dan Kirk (Yam); 3. Al Brackenberry (Rtx).

40+: 1. Jim Monegan (Rtx); 2. Allen Morinville (Hon); 3. Vince Holt (Rtx).

40+: 1. Klaus Holman (Yam); 2. Tom Street (Hon); 3. Steve Sprague (Bul).

VINT TW: 1. Dick Slusher (Nor); 2. Doug Phelps (Tri).

VINT 250: 1. Tom Street (Hon); 2. Steve Sprague (Bul).

KNBY: 1. Aaron Holman (ATK); 2. Jeremy Kendall (Hon).

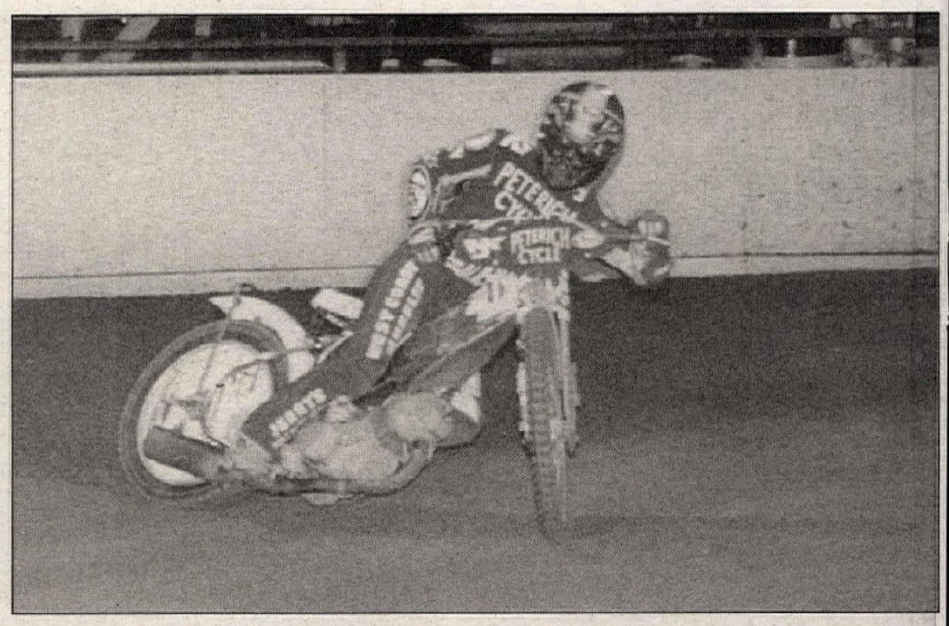
Red Bud Loretta Lynn's Regional Qualifier

Jesseman jams

By Larry Witmer

BUCHANAN, MI, JUNE 20-21

Brandon Jesseman took the overall wins in both of the 125 and 250cc A Pro-Sport divisions on his Cernic's Suzuki/Performance Engineering/Axo-backed RM at the mideast region Loretta Lynn's qualifier, held at Red Bud Track and Trail. The wins didn't come easily, as Michigan Mafia riders Kelly Smith, Jimmy Wilson and Nathan Miller kept the pressure on Jesseman throughout the weekend. Gene Ritchie and his crew had the track in top condition all weekend long, even with the hot temperatures and high winds. These are great conditions for the beach, but for the clay of Red Bud, it spelled out a lot of work for Tim Ritchie's water trucks. This was the last step up the long climb as the riders who took top seven in their respective classes are bound for Loretta Lynn's.



(Above Left) Jason McDonald grabs a holeshot en route to winning the 250cc B class at a Loretta Lynn's Regional Qualifier held at Red Bud Track and Trail in Buchanan, Michigan. Darby Fowler (34) finished fourth in the class.
(Above right) Louis Kossuth (inside) and Mike Faria (outside) crashed in the first attempt at the Scratch main event at the Gold Country Fairgrounds in Auburn, California. On the restart, more crashing ensued, but Faria ran off with the win.

The opening moto of the 250cc Pro Sport A got under way with the KTM of Kelly Smith quickest to the fast left-hand sweeper. Jimmy Wilson was second, followed by Jesseman, Brad Jerominski and Vince Karnow. Jesseman took his Cernic's Suzuki into the tight inside berm before LaRocco's Leap, carving under Wilson for the second spot before completing the first lap. Lansing Cycle/Michelin/Fox-backed Smith had established a small two-second lead over Fombell, Pennsylvania's Jesseman. These two front-runners then outpaced the field in an exhibition of speed and high-flying antics. Wilson was in the third spot but not up to his usual speed on his Nicolson's/Sinisalo/FMF-backed RM.

"At the Mount Morris National, I was running inside the top 10 in the opening stages of the 125cc National," Wilson explained, regarding his conservative ride. "But I went over the front of the bike and my thumb bent over the bars, tearing the ligaments. I cut my cast off yesterday to qualify for Loretta's. I just need to qualify today. I have a doctor's appointment Monday to get checked, and he isn't going to be happy."

By the fourth lap of the six-lap moto, Smith almost went off the high side of the Monza Wall. Jesseman saw the opening and zapped Smith. Jesseman had the lead, but now it was Smith who was hounding the leader for an opening. Jesseman never faltered and came home with the opening-moto win, with Smith close in second. Wilson was back some 10 seconds in third, with Jerominski and Karnow in tow.

The gate dropped for the second moto and Wilson's Suzuki ripped the holeshot, followed by Smith, Jesseman, Jerominski and Karnow. The top five speedsters were attacking the track and were the only riders in the class jumping the Valley Triples. Jesseman then outgunned Smith up the Monza Wall on the opening circuit. At the completion of the first lap, it was the freight train of Wilson, Jesseman and Smith leading the pack. Jesseman had enough of following Wilson and challenged the leader up through LaRocco's Leap. Wilson held off the advances of Jesseman, but Jesseman attacked the off-camber corner prior to the FMF Tabletop to sail past Wilson with an outside air move. The top three spaced themselves apart enough to get creative on the jump-filled Red Bud course. But the showboating took its toll on Smith's KTM; he developed a flat front tire. Jesseman continued to show the field his rear fender, taking the second-moto win ahead of Wilson, a struggling Smith in third, Jerominski in fourth, and Karnow in fifth.

The first 250cc moto was good, but the second was even better as Smith took the holeshot, with Karnow, Jerominski, Wilson and Jesseman in pursuit. Smith pulled a slight lead on the opening lap as Jesseman was on the move, getting past Jerominski in the Valley Doubles for fourth. Karnow was under attack by both Wilson and Jesseman before LaRocco's Leap. Smith had a three-second lead over Wilson, who had taken second from Karnow as Jesseman also moved by him to take third. The second-lap action saw Smith increase his lead over Wilson, who was fending off Jesseman's every attack. The battle for fourth raged between Jerominski, Karnow and Devin Banks of Kentucky. On the third lap, Jesseman set up Wilson before the finish-line jump with an outside line. The outside groove worked for Jesseman, but Smith had opened up a good advantage in the lead.

For the remainder of the moto, Jesseman kept his RM on the gas, closing in on the KTM support rider. It came down to the final corner, as Smith took the inside line and Jesseman took his wide to the checkers. It was too close for me to call in the announcer's tower, but the word came over the two-way radio that Smith had won. It was the only defeat of the weekend for Jesseman, but he still earned the overall, topping Smith and then Wilson.

"I felt at home out there today," Smith said after the race. "I had some good lines, and some bad luck with flat tires and stuff, but it was a good weekend. The track was fun all weekend long, with good track conditions and great jumps. I can't wait until the National in two weeks! I am shooting for a top-10 finish and have been training hard to do just that. I have learned one thing from riding the Nationals: You have to be in shape!" CN

Red Bud Track and Trail
Buchanan, Michigan
Results: June 20-21, 1998

125 A PRO-SPT: 1. Brandon Jesseman (Suz); 2. Kelly Smith (KTM); 3. Nathan Miller (Hon); 4. Karl Scott (Yam); 5. Brad Jerominski (Kaw).
125 A: 1. Randy Valade (Kaw); 2. Dave Oettel (Kaw); 3. James Abbott (Suz); 4. Jason Vienot (Yam); 5. Ryan Dewey (Yam).
125 B MOD: 1. Jason McDonald (Suz); 2. Sam Yannitelli (Yam); 3. Kyle Kohler (Yam); 4. Michael Mercer (Suz); 5. William Ursic (Suz).
125 B STK: 1. Jason McDonald (Suz); 2. Sam Yannitelli (Yam); 3. Jamie Beckett (Suz); 4. Kyle Kohler (Yam); 5. Justin Paris (Suz).
125 C MOD: 1. Joey Sly (Hon); 2. Todd Trowbridge (Hon); 3. Judd Bagladi (Kaw); 4. Chris Lindhurst (Suz); 5. Blake Pierson (Suz).
125 C STK: 1. Eric Hanlin (Suz); 2. Jason Berger (Yam); 3. Bruce Harlan (Yam); 4. Blake Pierson (Suz); 5. Brian McVay (Suz).
250 A PRO-SPT: 1. Brandon Jesseman (Suz); 2. Kelly Smith (KTM); 3. Jimmy Wilson (Suz); 4. Brad Jerominski (Kaw); 5. Vincent Karnow (Suz).
250 A: 1. Randy Valade (Kaw); 2. Dave Oettel (Kaw); 3. Richard Watson (Suz); 4. Jason Vienot (Yam); 5. Joel Dienhart (Kaw).
250 B MOD: 1. Jason McDonald (Suz); 2. Joe Prather (Kaw); 3. Sam Yannitelli (Yam); 4. Darby Fowler (Suz); 5. Keith Seeger (Hon).
250 B STK: 1. Jason McDonald (Suz); 2. Sam Yannitelli (Yam); 3. Forrest Butler (Hon); 4. Darby Fowler (Suz); 5. Jamie Beckett (Suz).
250 C: 1. Joey Sly (Hon); 2. Miles Cook (Hon); 3. John Smith (Suz); 4. David Palmer (Yam); 5. Jacob Neuman (Yam).
4-STRK (0-650): 1. Jason Vienot (Yam); 2. Jim Royko (Yam); 3. Eddie Ray (Yam); 4. Kreg Bigelow (KTM); 5. Jeff Moore (Hus).
25+: 1. Richard Prather (Kaw); 2. Larry Gessner (KTM); 3. Matt Crown (Kaw); 4. Robert Wagner (Suz); 5. Scott Kirkpatrick (Hon).
30+ A: 1. Matt Crown (Kaw); 2. Larry Gessner (KTM); 3. Rod Marshall (Suz); 4. Jon Schmitz (Suz); 5. Larry Witmer (Suz).
30+ B: 1. Curt Rehmert (Suz); 2. Eddie Karban (Kaw); 3. Eric McHatton (Suz); 4. Rodney Seibert (Yam); 5. Ray Vagarasoto (Yam).
40+: 1. Larry Witmer (Suz); 2. Jeff Steinrock (Kaw); 3. Denny Swartz (Yam); 4. David Gordon (KTM); 5. Gary Craven (Hon).
50+ MSTR: 1. Henry Gref (Hon); 2. Tim Graves (Yam); 3. Chris Swenson (Hon).

Faria survives Fast Friday Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, JUNE 19
U.S. National Speedway Champion "Flyin'" Mike Faria survived an ugly Scratch main-event get-off to come back and take the win before another packed house at the Gold Country Fairgrounds Speedway oval, and Tommy Hedden made a late-race move pay off and captured the win in the Handicap main event. The Second and Third Division wins went to George Snodgrass and Danny Chipman. Eric Carillo and Jay Heidt won the Junior features.

On the initial start of the Scratch main, Louis Kossuth put his inside starting position to good use, getting a slight jump on the field and leading the race into the first turns. Meanwhile, Faria, who started from the outside in lane four, also had designs for the lead and swept around the outside, and the two veterans came together and crashed in turn two. Bobby "The Blaze" Hedden began the race in lane three and also went down while trying to avoid the carnage. Northern California Speedway Champion Bart "Simpson" Bast was the only rider who still had the rubber side down when the red flag came out. Kossuth managed to get to his feet fairly promptly after the wreck, but Faria was down for a few minutes.

"I definitely got my bell rung tonight," Faria later admitted.

The second attempt to complete the Scratch main was nearly as messy as the first. For the second straight time, Kossuth was first out of the gate and led the group cleanly through turns one and two. Entering turn three, Kossuth and Bast got together and the leader went down. While Kossuth and Bast were exchanging paint, Faria and Hedden took advantage of the questionable situation and moved into the front two spots. Once Faria put his Phil Reome/Off Beat Productions/Arai-backed GM out in front, it was all but over. Hedden attacked the outside line and Bast the inside, but they came up short and finished in second and third, respectively. Kossuth argued with referee Dane Besneatte that he had been taken out, but the ref apparently didn't agree and Kossuth was credited with fourth place.

"I was taken out in the main - it's as simple as that," an irritated Kossuth said. "I've been knocked to the ground too many times this year."

"Hey, that's racing," Bast replied to the charges. "He shouldn't have pulled down in front of me. I didn't take him out."

Tommy Hedden took the win in the Handicap main with a nifty move to the inside of early race leader Robert Curry, who started the race from the 30-yard line. Hedden, who started on the 40-yard line, worked his Peterich Cycle/Canfield Cycleworks/Off Beat Productions-backed Jawa on the outside lineup until the white-flag lap, in which he surprised Curry and moved under him to take the win. Bast snagged second place, and the third spot went to Curry, who was riding well but probably wished that the race was one lap shorter.

"They did an awesome job with this track tonight," Hedden said after his win. "Everywhere I rode on it, inside or outside, it always worked. This is the fastest racing I think we've had here all year."

George Snodgrass made short work of the Second Division main event in just his first week back racing in 1998. Snodgrass, who rides for Custom Masonry and Absolute Cutting, kept his Weslake at the front of the pack despite the late-race heroics of Matt King and Harlan Bast.

Results

SCR: 1. Mike Faria (GM); 2. Bobby Hedden (Jaw); 3. Bart Bast (Jaw); 4. Louis Kossuth (GM).
HDCP: 1. Tommy Hedden (Jaw); 2. Bart Bast (Jaw); 3. Robert Curry (Wes); 4. Bobby Hedden (Jaw); 5. Jimmy Sisemore (Jaw).
D-2: 1. George Snodgrass (Wes); 2. Matt King (Jaw); 3. Harlan Bast (Jaw).
D-3: 1. Danny Chipman; 2. Mike King; 3. Ed Vargas.
D-1 JR: 1. Eric Carillo (Jaw); 2. A.J. Jones (Wes); 3. Bryan Yarrow (Wes).
D-2 JR: 1. Jay Heidt; 2. Josh Newby; 3. Scott Hawley.

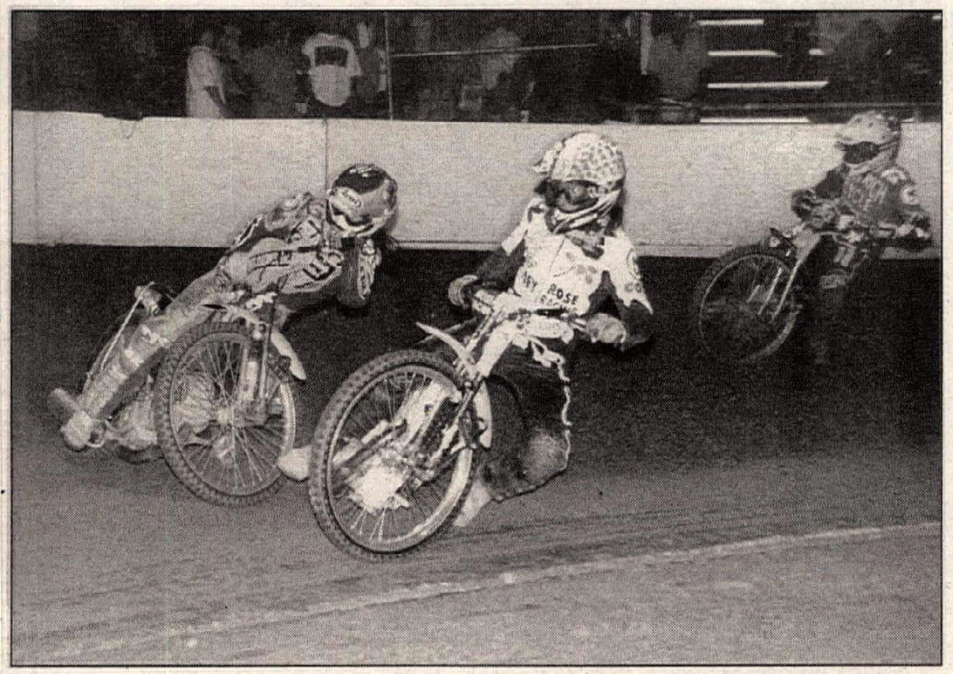
Poli pounds them at Lodi ST and TT

By Mike Law

LODI, CA, JUNE 13
Fourteen-year-old Freddy Poli of south San Francisoo emerged as the big winner at Lodi as he took home first-place finishes in the 100 and 250cc C short-track and 250cc C TT classes, and a hard-fought second place in the 100cc C TT class behind the hard-charging Mike Rush.

"I had just gotten the 250 the day before," Poli said. "It took a while to get comfortable on it and find the right gearing, but by the time the short track came around, I was ready. I wasn't expecting a win, but I expanded my lead and rode flawlessly."

A rather large Pee Wee Stock class of A and B riders set the stage on the short track as B



Tommy Hedden (center) raced to wins in both the Scratch and Handicap main events at the Cal Expo Rodeo Arena in Auburn, California.

rider Alyssa Brionez absolutely rocketed into the lead of the heat, ahead of fellow B riders Ryan Law and Frankie Garcia. Danny McDaniel, an A-class rider, gave chase. The three junior riders set a hot pace as they finished ahead of McDaniel in that order at the checkered flag. McDaniel, back for blood, had his revenge as he handily won the combined main ahead of Lauren Wallace, Garcia, Ryan Law, and Rebecca Law.

Veteran Lodi spectators were treated to a dirt track déjà vu as Woodland's Ryan Kuntz came out of retirement in the 60cc combined class, winning on both the short track and TT. Kuntz topped both classes, ahead of Joe Hernandez and Bobby Fong. Another former Lodi favorite, also coming out of retirement, was Kawasaki-mounted Nick Moore, who returned to the blue groove and finished a well-deserved fourth in the 80cc TT behind fast guys Brandon Inderbitzin, Jason Grewe and Stewart Barber.

Back from a road-racing hiatus was Toby Jorgensen, who immediately made up for lost time as he chased holeshot ace Bob Casey in the Pro Sport main for several laps before passing the crafty veteran and cruising home to the checkered flag on a beautifully prepared CCM motorcycle. Fellow first-year Pro Tony Souza finished third behind Casey as he almost took the runner-up spot on the white-flag lap.

The Open B class saw 10 riders take to the starting line in the short-track main event, only to have two riders fall in the north turn with red flags flying everywhere. Paul Sandburn clawed his way to the holeshot ahead of Michael Cordoza and Scott Whittaker as the pack bunched up just inches apart. Sandburn rode in a calculating manner, slowing only slightly on the white-flag lap, and he finished ahead of the rapidly closing Yamaha of Cordoza and Honda-mounted Whittaker.

Results

Short Track

PP: 1. Lauren Wallace (Yam); 2. Alyssa Brionez (Yam); 3. Rebecca Law (Yam); 4. Danielle Caldera (Yam).

P/W STK A (0-5): 1. Anthony Fong (Yam).

P/W STK B (0-5): 1. Kyle Anselmi (Yam).

P/W STK C (0-5): 1. Danielle Caldera (Yam); 2. Jess Garcia (Yam); 3. Brad Strubling (Yam); 4. Michael Dallara (Yam).

P/W STK A: 1. Danny McDaniel (Yam).

P/W STK B: 1. Alyssa Brionez (Yam); 2. Ryan Law (Yam); 3. Frankie Garcia (Yam); 4. Lauren Wallace (Yam); 5. Rebecca Law (Yam).

P/W MOD: 1. Lauren Wallace (Yam); 2. Justin Jorgensen (Yam); 3. Danielle Caldera (Yam).

60 COMB: 1. Ryan Kuntz (Kaw); 2. Joe Hernandez (Kaw); 3. Bobby Fong (Kaw); 4. Chris Borjas (Kaw); 5. Sean Jones (Kaw).

80: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon); 3. Stewart Barber (Hon); 4. Jason Grewe (Hon); 5. Mike Rush (Hon).

100 A: 1. Corey Eaton (Hon).

100 C: 1. Freddy Poli (Hon); 2. Matt Cross (Hon).

250 B: 1. Ted Jaime (Suz); 2. Corey Eaton (Hon); 3. Scott Taylor (Yam); 4. Darrin Gibson (Hon).

250 C: 1. Freddy Poli (Yam); 2. Hisayoshi Kawahara (Hon); 3. Derrick Ohls (Suz); 4. Ken Holland (Yam); 5. Darrell Hughes (Hon).

500: 1. Brandon Carnahan (Hon); 2. Jason Paoli (Hon); 3. Michael DeHoyes (Hon); 4. Harlund Johnson (Hon); 5. Gary King (Yam).

VET: 1. Robert Bascosa (Rtx); 2. Danny Ritchie (Yam); 3. Robert McDonnell (Rtx); 4. Steve Hall (Yam); 5. Paul Sandburn (Rtx).

VINT TW: 1. Eric Weisler (Yam); 2. Scott Eichelbaugh (Yam); 3. Ralph Lee (Tri); 4. Riley Cox (Tri); 5. Roger Hamilton (Yam).

VINT A: 1. Jesse Kreyling (Hon).

VINT B: 1. David Morgan (Hon); 2. Riley Cox (Bul); 3. Jesse Vankol (Hon); 4. Daryl Nusto (Hon); 5. Cary Buck (Bul).

OPEN A: 1. Rob Damron (Hbg); 2. Jesse Sanchez (W-R); 3. Bob Casey (W-R); 4. Tony Souza (Rtx); 5. Tony Meiring (Rtx).

OPEN B: 1. Paul Sandburn (Rtx); 2. Michael Cordoza (Rtx); 3. Scott Whitaker (Hon); 4. Armando Rodriguez (Yam); 5. Jesse Vankol (Yam).

PRO-SPT: 1. Toby Jorgensen (CCM); 2. Bob Casey (W-R); 3. Tony Souza (Rtx); 4. Tony Meiring (W-R); 5. Danny Ritchie (Yam).

PRO-AM: 1. Rob Damron (Hbg); 2. Jesse Sanchez (Rtx); 3. Allan McClellan (KTM).

TT

PP: 1. Alyssa Brionez (Yam); 2. Rebecca Law (Yam); 3. Lauren Wallace (Yam).

P/W STK (0-5): 1. Kyle Anselmi (Yam); 2. Anthony Fong (Yam); 3. Jess Garcia (Yam); 4. Danielle Caldera (Yam).

P/W STK A: 1. Danny McDaniel (Yam).

P/W STK B: 1. Lauren Wallace (Yam); 2. Frankie Garcia (Yam); 3. Rebecca Law (Yam); 4. Ryan Law (Yam).

60: 1. Ryan Kuntz (Kaw); 2. Joe Hernandez (Kaw); 3. Bobby Fong (Kaw); 4. Chris Borjas (Kaw); 5. Frankie Garcia (Kaw).

80: 1. Brandon Inderbitzin (Hon); 2. Jason Grewe (Hon); 3. Stewart Barber (Hon); 4. Nick Moore (Kaw); 5. Matt Tuckett (Hon).

100 A: 1. Corey Eaton (Hon).

100 C: 1. Mike Rush (Hon); 2. Freddy Poli (Hon); 3. Matt Cross (Hon).

125: 1. Frank Nye (Hon); 2. David DeCamp (Hon).

250: 1. Freddy Poli (Yam); 2. Corey Eaton (Hon); 3. Hisayoshi Kawahara (Hon).

KNBY A: 1. Dorrey Ingolia (Hon); 2. Darrin Gibson (Hon).

KNBY B: 1. Scott Taylor (Hon); 2. David Morgan (Hon).

VET: 1. Steve Hall (Yam); 2. Tony Meiring (Hon); 3. John Proto (Yam); 4. Harlund Johnson (Hon).

Hedden doubles at Cal Expo Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, JUNE 20

In just the second week of racing at the newly reopened Cal Expo Rodeo Arena, Tommy Hedden made it through a very bizarre night of Speedway racing, eventually walking away with both the Handicap and Scratch main-event wins. Shawn Eldridge led wire to wire in the Second Division final, while the Third Division victory went to Mike Browne.

The Handicap main event started out innocently enough. Ian Ferris assumed the initial lead from the 20-yard line, followed by 40-yard-liners Tommy Hedden and Pat Linn. Mike Faria was the first of the three 50-yarders away and fell in behind Linn, with Jimmy Sisemore and Bob Hicks on his tail. At the completion of two laps, not a single position had changed and it looked as if the rough, single-track line would reduce the Handicap main to a freight-train run. Ferris turned that scenario onto its ear when he inexplicably augured his Jawa into the turn one groove, leaving Hedden and Linn with nowhere to go but the turn-two cushion. Referee Dane Besneatte flipped up his red clipboard, but starter Mark Joiner missed the clue and failed to produce the red flag. With Hedden and Linn lying deep in turn two and Ferris scrambling onto the infield, Faria cranked up his GM and resumed the race, with Sisemore and Hicks in tow. The three took the checkered in that order.

Amid heavy protests from the Hedden and Linn camps, the referee opted to rerun the entire race. Faria and Sisemore claimed that they completed the race, took the checkered flag and were done with the Handicap main. In response to Faria and Sisemore's claim that the race was completed, the decision was made to back the results up to the last full running lap, which was lap two. Ferris was deemed to be the cause of the red flag and was rightfully disqualified. Tommy Hedden was awarded the win, with Linn moving up to second place, while Faria, Sisemore and Hicks were awarded third, fourth and fifth.

The green flag signaled the start of the Scratch main and National Champ "Flyin'" Mike Faria got off the pole and into the lead, with Tommy Hedden right behind him. Tommy Hedden was followed even closer by lane-three starter Bart Bast. Bobby Hedden began the final in lane four and ended his night a few scant moments later in the turn-one marbles. Faria continued to lead the race as Bast tried to work past Hedden, who was keeping pace with Faria. Hedden was drifting somewhat erratically coming out of the turns - just enough to keep Bast thinking about his own safety. Faria was running a wide line on the rutted oval, while Hedden was moving up next to him coming out of the turns and drifting back into second at the end of the straights.

In the last turn before the checkered flag, Faria followed his consistent outside line, but Hedden, in his desire to win the race, drifted too high and all but deposited Faria in the heavy dirt against the turn-four boards. Hedden had his double win and Faria ended up in the second spot, with third place going to Bast.

Tommy Hedden was so excited with his third main-event win of the weekend (he had won the Handicap main the night prior) that he fell on his checkered-flag lap and just left his Peterich Cycle/Canfield Cycle Works/Off Beat Production-backed lay-down Jawa in the turn-three dust.

"I don't know what to say right now," Hedden said after the podium celebration. "I just have to thank Jessica and Kyle. Without their support, I don't know where I'd be."

Certainly not a double winner in the first episode of the "X-Files," Speedway-style.

Results

SCR: 1. Tommy Hedden (Jaw); 2. Mike Faria (GM); 3. Bart Bast (Jaw); 4. Bobby Hedden (Jaw).

HDCP: 1. Tommy Hedden (Jaw); 2. Pat Linn (Jaw); 3. Mike Faria (GM); 4. Jimmy Sisemore (Jaw); 5. Bob Hicks (Jaw).

D-2: 1. Shawn Eldridge; 2. Steve Arena; 3. Bill Newby.

D-3: 1. Mike Browne; 2. Derek Silva; 3. Ivan Sevart.

D-1 JR: 1. Eric Carillo; 2. Bryan Yarow; 3. J.J. Martynse.

D-2 JR: 1. Matt Browne; 2. Josh Newby; 3. Scott Hawley.

D-3 JR: 1. Ray Linn; 2. J.T. Mabry; 3. Alex Maroucci.

Snyder's the iron man at VDTRA Dirt Track

By Mike Zbrozek

WICHITA, KS, JUNE 14

Bill Snyder took the Pro Twin and Pro Master wins at round five of the VDTRA Pro-Am National at Wichita's '81 Speedway. The C. Ray Hall/Mid Continent Harley-Davidson-sponsored event was the final race of a Kansas triple-header weekend that visited the Thunder Hill Speedway and Jeeps Club Speedway before coming to the '81 Speedway.

The Pro Masters class started out as another Johnny Isaacs rout as he raced his TPR-supported BSA into a commanding lead on the high-banked oval, leaving Bill Snyder, Danny Hammond, Roger Sterling and Mike Mendenhall to sort out the runner-up position. But on lap six, Isaacs was forced to pull off with a problem, giving Snyder the lead, Sterling second and Mike Mendenhall third with four laps to go. While no one could advance their position into the top three, Hammond broke on lap eight and dropped out while running fourth. As the final lap came to a close, a Harley XR drag race for fourth ensued between Roeder H-D/Jones H-D/Shoei-sponsored Mike Meyer and Bill Burr, and Burr got the nod by inches as they raced across the line.

In the Pro Twin division, Snyder once again took top honors as he bested Sonny Anderson/South City Cycle-sponsored Mark Gibson in the 10-lap feature. Snyder seemed to be able to make the high line work to his advantage in three and four, while Gibson handled the flat-spotted turn two to regain ground. John Fike rolled his BSA into third after getting by Colorado's Jac Donald at the midpoint of the race. Mike Blythe and Frank Bardaro raced their Triumphs to fifth and sixth in a good, close battle.

In an iron-man effort, Snyder also took the win in the Senior class over Larry Kennedy and Jeff Garlach Sr. Garlach rebounded to take the victory in 600cc Amateur class, leading from flag to flag over Earl E. Smith and J.C. Clark.

Open Twin Amateur Bill Stephens headed all comers in his main-event win, with Fred Cuba and Jerry Hinds several bike lengths back in second and third.

Results

SR AM: 1. Bill Snyder (Yam); 2. Larry Kennedy (Yam); 3. Jeff Garlach Sr. (Yam); 4. Jerry Hinds (Yam); 5. J.R. Smith Jr. (Yam).

600 AM: 1. Jeff Garlach Sr. (Yam); 2. Earl E. Smith (Yam); 3. J.C. Clark (Yam); 4. Tim Walker (Yam).

OPEN TW: 1. Bill Stephens (Tri); 2. Fred Cuba (Tri); 3. Jerry Hinds (Yam); 4. Earl E. Smith Jr. (Yam); 5. Ken Allaman (Tri).

PRO-MSTR: 1. Bill Snyder (Yam); 2. John Fike (BSA); 3. Mike Mendenhall (Yam); 4. Bill Burr (H-D); 5. Mike Meyer (H-D).

PRO-600: 1. Johnny Isaacs (BSA); 2. Roger Sterling (BSA); 3. Bill Snyder (Yam); 4. John Fike (BSA); 5. Bill Walker (Yam).

PRO-TW: 1. Bill Snyder (Yam); 2. Mark Gibson (Tri); 3. John Fike (BSA); 4. Jac Donald (Yam); 5. Mike Blythe (Tri).

Trent's the fastest mudder at CIMC Hillclimb

By Bud Northrup

NEOGA, IL, JUNE 13

The Central Illinois Motorcycle Club opened their 1998 hillclimb season at their clubgrounds, but the weather had not been good to the club and their hill was a muddy challenge. Darrell Trent, however, didn't seem to mind as he claimed his first fast-time award, and "Flyin'" Bob Fisher didn't care as he celebrated his 44th birthday with a perfect night, claiming two wins on his hot Harley.

Trent's fast time came in the 600cc class as he flew his CR500 over the first breaker, stayed light, sailed over the second jump and over the top in 3.687 seconds on his first ride. Trent overtook Mark Shafer, who had posted a good 3.732-second ride to set the early fast time. Shafer, already holding two fast times in 1998, nearly got his third as he flew his KX500 over the top in 3.70 seconds on his second-round ride, coming up only thirteen-thousandths of a second short of Trent's mark. John Scroggins crashed his CR500 at 76 feet on his first ride, but turned in a fine 4.114-second, hill-topping effort in the second round to claim third place. His time was only one-hundredth of a second faster than Kelly Brady, who topped the hill in 4.124 seconds on his Honda. Anthony DeHart was only nine-thousandths of a second behind Brady on his KX540, posting a 4.133-second run for fifth place.

Fisher claimed his first win in the Open class as he powered his Superior Cycle Sportster straight up the middle of the hill in 4.449 seconds on his first ride, then sat back to watch. No one could beat Fisher's first ride, but Steve Shafer came the closest on his Harley, stopping the clock in 4.693 seconds on his first ride. John Hillard, also Harley-mounted, picked up third place with a 4.825-second, hill-topping time. Jerrod Lindquist flew his 1270cc Kawasaki four-banger over the first jump but lost it on the second breaker and had to settle for a fourth-place, 72-foot ride. Randy Green unveiled his new ride, a big Harley running in a beautifully set-up KTM 250 frame, but he buried the mean machine in the softest part of the hill at 60 feet, earning fifth place.

Fisher only needed one ride to take the win in the Pushrod class as well, posting an excellent 4.344-second time on his first attempt. Mark Shafer was the only other rider to clear the hill in first-round action in the class, carding a 5.711-second time on his Harley for second place at the break. In second-round action, Steve Shafer challenged Fisher's time on his Harley but came up short again. Steve Shafer's 4.885-second run moved him into second place, ahead of his brother Mark. Tim Wiggins claimed the fourth spot on his Triumph, while Green and his new Harley/KTM finished fifth.

The Sunday portion of this weekend double-header was washed out by heavy storms, and as of this writing the date has not been rescheduled. It may be added to the club's July 11th date or perhaps the September 26th date, so riders may want to check with the club or district hillclimb director for verification of the date and time.

Results

50 AUTO: 1. Blake Cappello; 2. Holly Hayes.

85 YTH: 1. Jared Hayes; 2. Eric Skaggs; 3. Jacob Tackett; 4. Becky Williams; 5. Zachary Duncan.

200: 1. Kevin Ryan; 2. Mark Goodman; 3. Anthony DeHart; 4. Matt Weaver; 5. Tim Lambert.

250: 1. Mark Goodman Jr.; 2. Andy Fortner; 3. Tom Daniels; 4. Kevin Cappello; 5. Tim Lambert.

400: 1. Steve Shafer; 2. Doug Campbell; 3. Paul Hillard; 4. Mike Maylor; 5. Bill Stark.

600: 1. Darrell Trent*; 2. Mark Shafer; 3. John Scroggins; 4. Kelly Brady; 5. Anthony DeHart.

750: 1. Andy Fortner; 2. John Hillard; 3. Tom Daniels; 4. Jim Redpath.

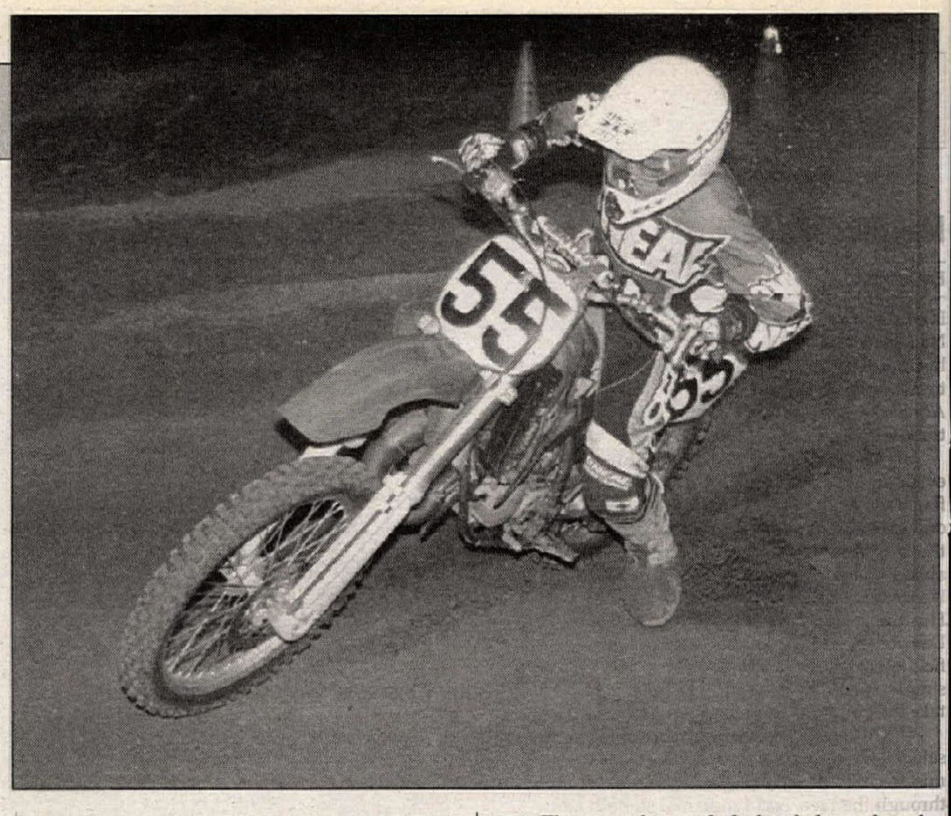
OPEN: 1. Bob Fisher; 2. Steve Shafer; 3. John Millard; 4. Jerrod Lindquist; 5. Randy Green.

SR: 1. Kevin Weaver; 2. Tom Rollins; 3. Bob Glenn; 4. Mark Goodman Sr.; 5. Keith Klett.

PSHRD: 1. Bob Fisher; 2. Steve Shafer; 3. Mark Shafer; 4. Tim Wiggins; 5. Randy Green.

STK: 1. Jon Monroe; 2. Mark Goodman Jr.; 3. Brad Miller; 4. Tad Hubner; 5. Doug Campbell.

*FAST TIME: Darrell Trent, 3.687 (Hon).



(Above) Chris Tocco (shown) split moto wins with Norberto DeBernardi to win the 125cc Intermediate class at a CRC Saturday Night MX held at LACR in Palmdale, California.
(Left) Brian Burch rode to the 600cc Sportsman win at the District 37/38 San Diego Flat Track Association event held in Temecula, California.

Flat Track is back

By Fred Windum

TEMECULA, CA, JUNE 21
For the first time in many years, AMA-sanctioned flat-track racing has returned to Districts 37 and 38 in Southern California on a regularly scheduled basis. The San Diego Flat Track Association recently wrung the water out of their new home track in Temecula and broke it in with a full program of Vintage, Sportsman and Pro racing. The Fathers' Day program highlighted handling over horsepower on the virgin 3/8-mile oval, providing a variety of changing surfaces on which to race throughout the day.

Vintage 250s were the first to launch into turn one in the new track's first main event. Chuck Clayton led from flag to flag, followed by Jim McMurren. Chris Apple overcame a bad start to take third from Take Mitsunori.

Mitsunori used the lessons learned in the Vintage race to grab and hold the lead in the 250cc Sportsman race. Chad Morse pulled a textbook slide job on Matt Fisher in turn two on the white-flag lap to snag the runner-up position.

Speed legend Don Vesco took the point in the Classic 500cc race on a beautiful Royal Enfield until the bike mysteriously slowed on lap two (as it turned out, the float bowl had run dry), handing the lead to Rick Rockhold on a Triumph twin. Vesco, who had earlier joked that he needed someone to bounce off of to get around a corner, found the problem and got back up to speed to grab second in front of Clark Edgington, Gordon Menzie (on the twin to Vesco's Enfield) and Tom Hensley (on a hand-shift Indian). Many of the classic bikes looked like museum pieces, but they are, after all, racing motorcycles.

The 600cc Pro race was the last of the day, and by then the track had grooved up in the corner entrances. Jim Kesler was first into turn one, ahead of Perry Proiette, but both found that the turn-two surface had not developed like the first turn and spun the tires on their Wood-Rotax machines. This allowed the Yamaha of Robbie Nolin to move by and he held the lead to the checkers, while Kesler and Proiette fell in line as the rest of the pack sorted itself out. Jim Steet's Yamaha barely stayed ahead of A.J. Herrera's Wood-Rotax, as Herrera looked for a way by as he, too, fought wheelspin on the four-valve machine. The riders on the old Yamaha racers could get on the throttle earlier and carry more speed on the corner exits - a case of slowing down to go fast - but all of the Pro riders were squealing tires on the corner entrances. Keith Bradford took over the sixth spot with the last pass of the day, driving underneath Norm Francis in the turn-two dip. Nolin carried on to the win, with Kesler, Proiette, Steet, Herrera and Bradford in line.

Results

VINT 250: 1. Chuck Clayton (Yam); 2. Jim McMurren (H-D); 3. Chris Apple (Bul); 4. Take Mitsunori (Hon).

VINT 750: 1. Jeff Johnson (Tri); 2. Don Frauenberger (Yam); 3. Rick Reed (Tri); 4. Clyde Denner (Nor); 5. Bob Cobb (Yam).

SPTSMN 250: 1. Take Mitsunori (Hon); 2. Chad Morse (Hon); 3. Matt Fisher (Bul).

SPTSMN 400: 1. Don Frauenerger (Yam); 2. Vince Graves (Bul); 3. Paul Tomlinson (Suz).

SPTSMN 600: 1. Brian Burch (Rtx); 2. Harlund Johnson (Hon); 3. Elliott Iverson (W-R); 4. Jim Gardner (Yam); 5. Steve Mohr (Yam).

CLSSC VINT 250 BRKLSS: 1. Vince Graves (Bul); 2. Jim McMurren (H-D); 3. Jeff Apple (Bul); 4. Lenny Rodriguez (BSA); 5. Joe Pape (H-D).

CLSSC 500 BRKLSS: 1. Rick Rockhold (Tri); 2. Don Vesco (R-E); 3. Clark Edgington (Tri); 4. Gordon Menzie (R-E); 5. Tom Hensley (Ind).

BMBR: 1. Robbie Nolin (Yam); 2. Rick Schroeder (W-R); 3. Bob Cobb (Yam); 4. Jim Gardner (Yam); 5. John Rudder (Bul).

EX 250: 1. Ryan Fisher (Hon); 2. Ron Garcia (Yam); 3. Richard Pollock (Kaw); 4. Marvin Moore (Yam); 5. Carson Gilley (Yam).

VET 35+: 1. Jeff Johnson (KTM); 2. Richard Pollock (Yam); 3. Rick Reed (W-R); 4. Jim Steet (Yam); 5. Keith Bradford (Yam).

SR 50+: 1. Richard Fox (Yam); 2. Jim McMurren (H-D); 3. Cecil Oswald (Tri); 4. Sam Grey (Hon); 5. Marshall Jennings (Yam).

PRO 600: 1. Robbie Nolin (Yam); 2. Jim Kesler (W-R); 3. Perry Proiette (W-R); 4. Jim Steet (Yam); 5. A.J. Herrera (W-R).

Hofmeister hauls at SVCC ST

By Brad Letcher

SIOUX FALLS, SD, JUNE 13
Billy Hofmeister came from behind to win the Open Pro class during round three of the SVCC Short Track series, held at Saddleback Race Park. The blue-grooved track provided the fastest action of the season in all of the classes.

The main events kicked off with the Open Pro TT class sliding into turn one. Mike Johnson took the lead, with Dusty Faulds and Brad Letcher close behind. Johnson and Faulds battled for several laps, with Letcher lurking a few bike lengths back. Johnson pulled clear of Faulds to take the win and stretch his points lead. Faulds came across in second, with Letcher third.

Elliott Power Sports/MSR/FMF-backed Faulds was determined to rebound and place first in the 250cc Pro class. Faulds jumped to the lead at the drop of the green, with Sheldon Wenz and Mike Johnson close behind. On the second lap, Midwest Line-X/Palace Motosports/First Class Design-backed Letcher passed Johnson on the outside to take over third. C.J. Beving passed Johnson the following lap and began hounding Letcher for third. Up front, Faulds was holding off the hard-charging Wenz as the laps quickly clicked by. Beving took advantage of a miscue by Letcher in turn three on the fifth lap and slid into third. Johnson found his usual line along the wall and inched up on the battle for third. As Letcher worked on regaining third from Beving, Johnson snuck around on the high side. Johnson also got by Beving on the last lap to secure third behind second-placed Wenz and winner Faulds.

An extremely fast track greeted the Open Pro riders for the last race of the evening. On the start, Faulds' Rotax took over the top spot, followed by Eric Brouhard, Hofmeister and Wenz. Wenz, riding a borrowed 600cc Honda, dropped into a battle with Bob Anderson early in the race. Up front, Faulds dropped to second behind Reynolds Printing/Trackstar/Bieffe-backed Brouhard. Brouhard maintained the lead for two laps before heating up his rear tire. A mistake by Brouhard in turn four allowed Faulds to regain the lead and begin building an eight-bike-length lead. Meanwhile, back in the pack, Anderson exploded his motor and pulled off the track. Wenz was being pressured by Beving and Pete Tapken. Tapken slid by Beving and attacked Wenz for the remainder of the race. Brouhard surrendered second to a smooth-riding Hofmeister on lap six. Faulds held the lead for the next nine laps as Hofmeister slowly closed the gap. Coming out of turn four, Hofmeister slid to the inside of Faulds as they headed for the white flag. Hofmeister secured the top spot in turn two and held it to the checkers. A disappointed Faulds took second, with Brouhard, Wenz and Tapken rounding out the top five.

Results

MINI 50: 1. Luke Lambrecht (Suz); 2. Anthony Bauer (Hon); 3. Greg Nordquist (Suz); 4. Alex Jorgensen (Hon); 5. Riley Johnson (Suz).

MINI 60: 1. Tony Bissel (Kaw); 2. Colton Trende (Kaw); 3. Jacob Ahl (Kaw); 4. Jesse Frost (Yam); 5. Caleb Sullivan (Kaw).

MINI 80: 1. Ryan Deighton (Hon); 2. Tony Bissel (Kaw); 3. Jacob Ahl (Kaw); 4. Robert Thompson (Kaw); 5. Jesse Frost (Yam).

SM ENG: 1. Willie Broten (Yam); 2. Danielle Beving (Kaw); 3. Jason Schuldt (Hon); 4. Ryan Deighton (Hon); 5. Rick Dougherty (Hon).

250 A: 1. Willie Broten (Yam); 2. Rick Dougherty (Hon); 3. Dan Deubler (Bul); 4. Doane Wood (C-A); 5. Mike Letcher (Hon).

OPEN A TT: 1. Greg Dougherty (Suz); 2. Chad Johnson (Yam); 3. Rick Dougherty (Hon); 4. Scott Studer (Yam); 5. Mike Letcher (Hon).

OPEN A: 1. Rick Dougherty (Hon); 2. Chuck Beving (Kaw); 3. Jason Schuldt (Hon); 4. Scott Studer (Yam); 5. Mike Letcher (Hon).

250 PRO: 1. Dusty Faulds (Hon); 2. Sheldon Wenz (Suz); 3. Mike Johnson (Yam); 4. C.J. Beving (Kaw); 5. Brad Letcher (Hon).

OPEN PRO TT: 1. Mike Johnson (Yam); 2. Dusty Faulds (Hon); 3. Brad Letcher (Hon).

OPEN PRO: 1. Billy Hofmeister (H-D); 2. Dusty Faulds (Rtx); 3. Eric Brouhard (H-D); 4. Sheldon Wenz (Suz); 5. Pete Tapken (Hon).

LACR night motocross triumph to Tocco

By Greg Robertson

PALMDALE, CA, JUNE 13
The FMF-sponsored round of California Racing Club's Saturday Night MX at Los Angeles County Raceway saw 15-year-old Chris Tocco split moto wins with Norberto DeBernardi for the 125cc Intermediate-class overall honors.

Tocco timed the drop of the gate perfectly to lead Jeff Eide and Chris Thompson early in the first moto. Tocco put five seconds on Thompson and DeBernardi, who had both passed Eide by lap two. Thompson and DeBernardi slowly reeled in Tocco, with DeBernardi slipping under Thompson for second with time running out. The last lap saw DeBernardi take the win when Tocco overshot a turn.

"I ate some LACR chili-cheese fries before the moto and they kind of just sat in my stomach and I got cramps and I couldn't hold on in the corners," said Tocco after his runner-up finish just ahead of Thompson and Eide.

The second-moto holeshot belonged to the Mid Cities-backed CR125 of Eide, with Thompson, Tocco and George LaMonte in tow. Thompson went down on the opening lap, moving everyone up a position. Tocco then passed Eide for the lead, and by lap three he had a five-second advantage until things took a turn for the worse.

"I'm trying to go a little faster in the corners, and I went too hard into a corner and it just sat the bike up and I missed going up the over-and-under section," Tocco explained. "Then I was getting back on the track and I tried doing the triple before the finish line and I slid out."

While Tocco was having problems, LaMonte had stuffed Eide in a turn to run out front. Tocco was up in third and was handed second place when Eide had an off-the-track excursion of his own.

The battle for the lead came down to the last lap, with Tocco hounding LaMonte and finally jumping to the inside of him at the end of a whoop section. Tocco won the dash to the checkers on his O'Neal/Smith/Stylin Motorsports-sponsored YZ125 to sew up the overall. DeBernardi put a surprise last-lap pass on LaMonte to earn second overall.

Results

P/W BEG: 1. Cale Summerford (KTM); 2. Chase Lippie (KTM); 3. Kyle Kolb (Lem); 4. Chris Bell (Lem); 5. Chris Whyte (KTM).

P/W STK: 1. Tommy Aquino (Yam).

P/W MOD: 1. Chance Lippie (Yam).

S/P/W (4-6): 1. Tommy Aquino (KTM); 2. Chase Lippie (KTM).

S/P/W (7-9): 1. Preston Lundin (KTM); 2. Tyler Trujillo (KTM).

60 BEG: 1. Shawn Butler (Kaw); 2. Zachary Brown (Kaw); 3. Tyler Trujillo (Kaw); 4. Charlie Bang (Hon); Heath Rowland (Kaw).

60 (4-8): 1. Preston Lundin (Kaw).

60 (9-11): 1. Brandon Zeek (Kaw).

80 BEG: 1. Ryan Happy (Kaw); 2. Garrett Eberle (Yam); 3. Jimmy Soliz (Yam); 4. Shaun Kirby (Suz); 5. Tye Hames (Suz).

80 (7-11): 1. Ryan Roybal (Hon); 2. Randall Hall (Kaw).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Robby Woods (Hon); 3. Garrett Warren (Kaw); 4. Blake Margheim (Yam).

80 (14-16): 1. Todd Gosselaar (Hon); 2. Sam Scanlon (Hon).

B/W: 1. Caleb Gosselaar (Hon); 2. Louie Santiago (Hon); 3. Mike Epstein (Hon); 4. Drew Dawson (Kaw).

125 BEG: 1. Billy Dillenberger (Hon); 2. Corey Murphy (Hon); 3. Brandon Norton (Hon); 4. Jeff Verseput (Yam); 5. Chris Epper (Yam).

125 NOV: 1. Chris Elliott (Yam); 2. J.J. Bonanno (Yam); 3. Lars Lindstrom (Hon); 4. Brian Lang (Hon); 5. Jimmy Eberle (Yam).

125 INT: 1. Chris Tocco (Yam); 2. Norberto DeBernardi (Yam); 3. George LaMonte (Hon); 4. Jeff Eide (Hon); 5. Chris Thompson (Suz).

125 PRO: 1. Christopher Gosselaar (Hon).

250 BEG: 1. Jim Stonehouse (Kaw); 2. Stephen Craig; 3. Dale McLoy (KTM); 4. Adam Quick; 5. Chris Ross (Kaw).

250 NOV: 1. Josh Mason (Kaw); 2. Brian Sherred (Hon).

250 INT: 1. Norberto DeBernardi (Yam); 2. Nick Mairose (Suz); 3. Robbie Dunham (Yam); 4. Chris Thompson (Suz).

500 BEG: 1. Ress Benson (Hon).

500 NOV: 1. Ernie Kopasz (Yam); 2. Norm Schiel (Hon).

JR VET BEG: 1. Shy Moshe (Yam); 2. Dante Herrero (Suz); 3. Jason Shearer (Hon).

JR VET NOV: 1. Bob Gorman (Yam); 2. Gabi Abayou (Hon).

JR VET INT: 1. J.J. Taylor (Hon).

VET BEG: 1. Shy Moshe (Yam); 2. Shawn Boudreau (Kaw); 3. Charlie Bang (Hon); 4. Phillip Thomas (Kaw); 5. Kirk Janco (Yam).

VET NOV: 1. Rick Smith (Yam); 2. Randy Tweedy (Hon); 3. Joe Casagrande (Yam); 4. Ray Ritzler (Kaw); 5. John Jackson (Kaw).

VET INT: 1. Mike Licitra (Kaw); 2. Randy Wilkins (Suz); 3. Chris Ray (Yam); 4. Leo Saul (Yam).

VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Bryan Nelson (Yam); 3. Jimmy Roberts (Kaw); 4. Todd Lehrmann (Yam).

SR BEG-NOV: 1. Russ McAfee (Hon); 2. Tom Patton (Yam); 3. Stanley Kirby.

SR INT-EX: 1. Edwardo Flippo (Hon); 2. Steve Clark (Yam); 3. Norm Schiel (Hon).

O/T NOV: 1. Steve Jennings (Suz); 2. John Soulé (Suz); 3. John Craft (Kaw); 4. John Webb (Hon); 5. Peter Perry (Hon).

O/T AM: 1. Jose Rodriguez (Kaw); 2. Don Meiner (Hon); 3. Jeff Hawthorne (Suz); 4. Ken Beach (Yam); 5. Joe Popp (Hon).

O/T EX: 1. Mark Neal (KTM); 2. Layman Gattis (Yam); 3. Kirk Freeman (Yam); 4. George Lazenby (Yam); 5. Tom Patton (Yam).

O/T MSTR A: 1. Kenny Zahrt (Yam); 2. Edwardo Flippo (Hon); 3. W.G. Wilson (Suz); 4. Steve Clark (Yam).

O/T MSTR B: 1. Ernie Kopasz (Yam); 2. Bob Hurst (Yam); 3. Norm Schiel (Hon); 4. Mike Chesbro (Hon); 5. Jack Kell (Hon).

Mayfield magical at Lodi ST

By Mike Law

LODI, CA, MAY 23

National number 38, Steve Mayfield, powered his Mayfield Brokerage-sponsored Wood-Rotax to two wire-to-wire short-track victories in Pro-Am and Open A classes over a multitude of dirt track talent at the Lodi Cycle Bowl.

Eight riders lined up for the Pro-Am main event only to see a green light and then a red flag as Jesse Sanchez jumped the start. The second green light was a go, with Mayfield timing the starter perfectly and scoring the holeshot ahead of Sanchez and Rob Damron. With one lap in the books, Damron hooked up his hauling Husaberg and bumped his way into second. Damron closed to within a bike length of Mayfield on several occasions, but the national rider simply rode perfectly and made no mistakes to take the checkered flag by several bike lengths.

"I got a good start for a change," Mayfield said. "I tried to stay smooth and not make any mistakes. Rob (Damron) was pretty close to me through the race, and I rode real smooth and got the win."

The "Battle of the Tonys" erupted in the Pro Sportsman Short Track main event between Tony Meiring and Tony Souza. Meiring won the drag race to the first turn, with Souza in hot pursuit. Meiring's top-end speed dropped Souza to five bike lengths back at the end of the straightaways, but Souza's awesome corner speed would close the gap to within one bike length in the turns. With two laps to go, Souza slipped a little wide in the north turn and dropped back for good as Meiring maintained his smoothness and finished first.

Pacifica's Danny Casey rode the best race of his career as he easily won the combined 250cc A, B and C classes in the short-track main event over some of the best 250cc riders in Northern California. Suzuki-mounted Casey made the big jump into the 250cc class from the hotly contested 80cc class, and apparently he has found his niche. While Casey took the holeshot, national number 56, Lonnie Pauley, had a less-than-memorable start and became mired in traffic in the fifth position. Pauley quickly made up for his start as he hooked up on the straightaway and performed a beautiful slingshot pass around three riders in one shot, bringing the large Lodi crowd to its feet. Pauley did everything but launch the bike into the air as he chased the flying Casey, who rode perfectly. Pauley made several moves to the outside of Casey, but the fearless Casey held his ground until Pauley was forced to retire with mechanical woes.

Results

Short Track

PP: 1. Lauren Wallace (Suz); 2. Rebecca Law (Yam).
P/W STK B (0-6): 1. Anthony Fong (Yam); 2. Kyle Anselmi (Yam).
P/W STK C (0-6): 1. Ryan Law (Yam).
P/W MOD A: 1. Bobby Fong (Act).
P/W MOD C: 1. Brandon Hubbell (KTM).
P/W STK B: 1. Frankie Garcia (Yam).
P/W STK C: 1. Lauren Wallace (Suz); 2. Rebecca Law (Yam); 3. Ronald Roberts (Puc).
60 A: 1. Derrick Ponton (Kaw).
60 C: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw).
80 A: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon); 3. Stewart Barber (Hon).
80 C: 1. Matt Tuckett (Hon).
100 A: 1. Corey Eaton (Hon).
100 C: 1. Freddy Poli (Hon).
250 A: 1. Corey Eaton (Hon); 2. Lonnie Pauley (Yam).
250 B: 1. Danny Casey (Suz).
250 C: 1. Chris Geilfus (Yam); 2. Derrick Ohls (Suz); 3. Thomas Reid (Kaw).
500 A/B: 1. Steve Hall (Yam); 2. James Lewis (Yam).
500 C: 1. Michael DeHoyos (Yam); 2. David Worthen (Yam); 3. Joe Cerro (Yam); 4. Gary King (Yam); 5. David Sundstrom (Yam).
VET A: 1. John Grant (Rtx).
VET B: 1. Paul Sandburn.
VINT A 40+: 1. Jesse Kreyling (Hon); 2. Tom Booth (Hon).
VINT B/C 40+: 1. Ralph Lee (Tri); 2. John Dotson (Hon).
VINT A: 1. Jesse Kreyling (Hon).
VINT B: 1. Riley Cox (Hon).
VINT C: 1. Daryl Musto (Hon); 2. Joe Hoogerhyde (Hon); 3. Robert Morris (Yam).
VINT TW: 1. John Eichelbaugh (Yam); 2. Ralph Lee (Tri).
KNBY: 1. Joe Carrington (Kaw).
OPEN A: 1. Steve Mayfield (W-R); 2. Rob Damron (Hbg); 3. Michelle DiSalvo (W-R); 4. John Grant (Rtx); 5. Kevin Bricker (Yam).
OPEN B: 1. Paul Sandburn (Rtx); 2. Marty Weisler (Rtx); 3. Billy Hiles (Yam); 4. Matt Proto (Yam); 5. Michael Cordoza (Yam).
PRO SPT: 1. Tony Meiring (Rtx); 2. Tony Souza (Rtx); 3. Jeff Gabhart (Rtx); 4. Kenny Noyes (Hbg); 5. Bob Casey (W-R).
PRO-AM: 1. Steve Mayfield (W-R); 2. Rob Damron (Hbg); 3. Mark Key (W-R); 4. Kevin Bricker (Hon); 5. Tony Meiring (W-R).

TT

PP: 1. Lauren Wallace (Suz); 2. Jamie Pahel (Yam).
P/W STK B (0-6): 1. Anthony Fong (Yam).
P/W STK C (0-6): 1. Ryan Law (Yam).
P/W STK B: 1. Frankie Garcia (Yam).
P/W STK C: 1. Lauren Wallace (Suz); 2. Ronald Roberts (Puc); 3. Jamie Pahel (Yam); 4. Danielle Caldeira (Yam).
P/W MOD A: 1. Bobby Fong (Act).
P/W MOD C: 1. Brandon Hubbell (KTM).
60 A: 1. Derrick Ponton (Kaw); 2. Chris Borjas (Kaw).
60 C: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw).
80 A: 1. Brandon Inderbitzin (Hon); 2. Jason Grewe (Hon).
80 C: 1. Matt Tuckett (Hon).

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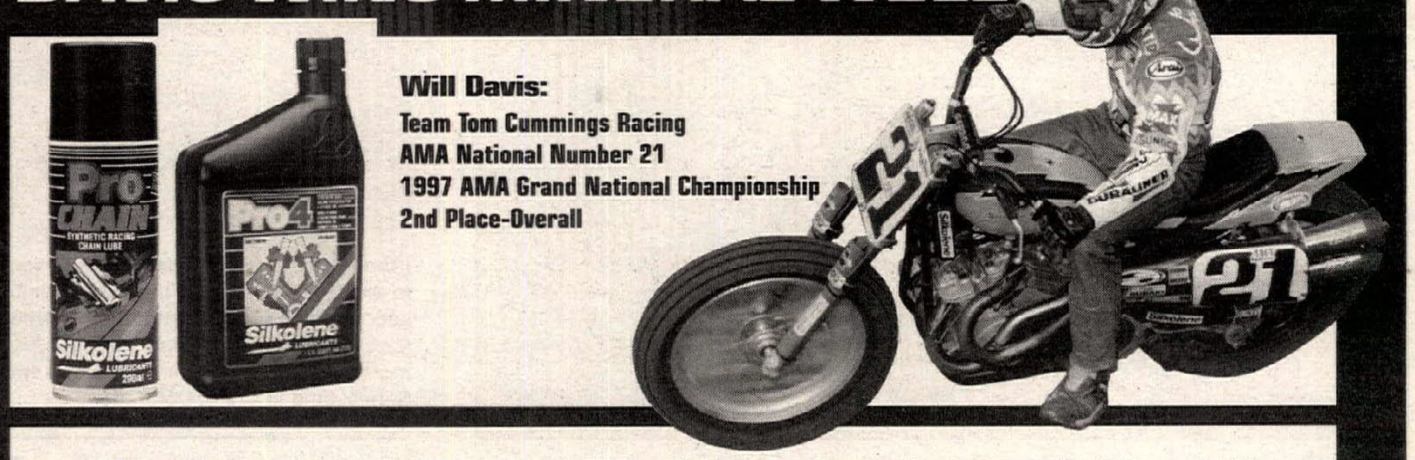

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(Above) Ruben Hernandez (shown) won the first 50 (7-8) Stock Beginner moto, but crashes in the second moto left the door open for Jake Baraldi to steal the overall win with a second-moto victory at the Danny Ornelas Benefit MX, held in Hollister, California. (Left) Terry Kyle (161) and David Picket (96) battled for the holeshot in both Over 40 A motos, but Kyle took the overall win with a 1-1 at the final round of the RMXA Spring Series, held in Craig, Colorado.

Kyle collects RMXA win

By Gregory K. Corns
Photo by Dawn Winczewski

Nearly 400 riders made the lengthy trek to Craig, Colorado, to compete in the eighth and final round of the Rocky Mountain Motocross Association's Spring Series, hosted by the Yampa Valley Sportsmen's Riders Club. Bolle-backed Terry Kyle piloted his KTM to an overall victory in the Over 40 A class.

An unexpected number of riders in some of the morning classes forced the running of many qualifiers, which pushed the afternoon program back by a few hours. Hats off to the promoter and all the workers who whipped the track into fine condition for the afternoon races that got under way at 3 p.m.

Kyle, from DeBeque, Colorado, captured the first-moto holeshot in the Over 40 A class, but his lead did not come easily, as he battled with local David Picket on his Z's Motorsports/Answer/Pro Circuit-backed Kawasaki. Self-sponsored Bruce Jones maintained third on his modified KX, which has linkageless rear suspension, a custom airbox, and aluminum subframe and fuel tank. Jeff Hazelhurst held down fourth aboard a CCM, while CEET/Answer/North County Yamaha-sponsored Dale Winczewski rounded out the top five on his YZ400F. Within a lap, Winczewski outmaneuvered Hazelhurst for fourth in the technical upper section of the circuit that included a triple-triple-double preceded by a series of whoops. Kyle held on to take the win in front of Pickett, Jones, Winczewski and Hazelhurst.

As strong winds moved into the area, moto two got under way with Kyle and Pickett again launching from the gate side by side, with the same end result. Kyle proceeded to pull away from the pack, Pickett held down second, and Jones dueled with Winczewski for third. A wind-induced tail-whip from the leader on one of the downhill doubles pleased the fans who were strewn across the trackside grassy knoll. By lap two, Winczewski succumbed to the pressure from Jones as he laid down his thumper in a left-handed sweeper shortly after passing the finish-line area. With Pickett in sight, Jones began to eat away at the five-second gap that separated the two. As the white flag appeared, Kyle enjoyed nearly a 30-second lead, while the spread between Pickett and Jones remained at three seconds. Kyle comfortably crossed the checkers in first to claim the overall as Pickett collected second, Jones took third, Winczewski earned fourth and Hazelhurst closed out the top five.

A three-gate start placed all of the Over 40 classes on the track together. George Villany claimed the overall honors in the Over 40 B class, while Tom Walz collected the overall win in the Over 40 C class.

Results

50 (4-6): 1. Anthony Griego (Act); 2. Nathan DeAndrea (KTM); 3. Levi Fogg (Lem), 4. T.J. Lucero (Yam); 5. Daniel Romero (Yam).

50 (4-8): 1. Dylan Hazelhurst (Yam); 2. T.J. Lucero (Yam); 3. Daniel Romero (Yam); 4. Phillip Bowman (Yam); 5. Joel Pomeroy (Yam).

50 (7-8): 1. Ricky LaMontagne (Act); 2. Dalton Moyer (Cob); 3. Zach Larson (Act); 4. Nathan Bertsch (Act); 5. Timothy Miaskiewicz (KTM).

50 OPEN: 1. Robert Imondi (Cob); 2. Ricky LaMontagne (Act), 3. Dalton Moyer (Cob); 4. Zach Larson (Act); 5. Anthony Griego (Act).

60 (6-8): 1. Aaron McClintock (Kaw); 2. Blaine Hiser (Kaw); 3. Zach Larson (Kaw); 4. Michael Bowman (Kaw).

60 (9-11): 1. Shane Willms (Kaw); 2. Derik Brewster (Kaw); 3. Vincent Ramirez (Kaw); 4. Mathew Hertzig (Kaw); 5. James Rail (Kaw).

80 (7-11): 1. Mark Kindall (Kaw); 2. Lance Hiser (Yam); 3. Shane Willms (Kaw), 4. Mathew Hertzig (Suz); 5. Derik Brewster (Suz).

80 (12-13): 1. Kevin Head (Suz); 2. Adam Luhrs (Kaw); 3. Brandon McGray (Suz); 4. Richie Kaumo (Kaw); 5. Gavin Cross (Hon).

80 (14-16): 1. Aaron Wersinger (Hon); 2. Layne Ready (Yam); 3. Remington Way (Yam); 4. Tyson Place (Hon).

S/MINI: 1. Kevin Head (Suz); 2. Aaron Wersinger (Hon); 3. Brandon McGray (Suz); 4. Hank Kindell; 5. Layne Ready (Yam).

YTH BEG: 1. Phil Ramum (Hon); 2. Cody Rivera (Hon); 3. William High (Kaw); 4. Victor Imondi (Hon); 5. Kyle Schaffer (Kaw).

16-24: 1. Matt Karlsen (Yam); 2. Bobby Fitch (Hon); 3. Kirk Huff (Yam); 4. Mike Oliver (Yam); 5. Brandon Moses (Hon).

125 SCHBY: 1. Marshall McCarty (Yam); 2. Chris Longwell (Kaw); 3. Preston Puchek (Kaw); 4. Russ Kleensang (Hon); 5. James Funk (Kaw).

125 A: 1. Wes Hale (Suz); 2. Bobby Fitch (Hon); 3. Kevin Hall (Suz); 4. Mike Chase (Suz); 5. Danny Lookhart (Yam).

125 B: 1. Tyler Walker (Yam); 2. Mike Oliver (Yam); 3. Ryan Nelson (Yam); 4. Chris Longwell (Kaw); 5. Marc Warmuth (Hon).

125 C: 1. James Funk (Kaw); 2. Michael Archuleta (Suz); 3. Jon Jasperson (Hon); 4. Chad Hunter (Hon), 5. Chad Strotheide (Hon).

OPEN BEG: 1. Nathan Pellori (Hon); 2. Lee Blomquist (Yam); 3. Chad Strotheide (Hon); 4. Matt Stone (Kaw); 5. Gabe Wiser (Yam).

250 A: 1. Wes Hale (Suz); 2. Chad Wallwork (Suz); 3. Shawn Secrest (Kaw); 4. Matt Karlsen (Yam); 5. Kevin Hall (Suz).

250 B: 1. Kirk Huff (Yam); 2. Ryan Nelson (Hon); 3. Alan Bender (Kaw); 4. Eric Johnson (Kaw); 5. Greg Wertz (Hon).

250 C: 1. Nathan Pelloni (Hon); 2. Hal Strauss (Yam); 3. Tom Velasquez (Suz); 4. Travis Mullins (Suz); 5. Gabe Wiser (Yam).

25+ EX: 1. Chad Wallwork (Suz); 2. Darrell Niller (Kaw); 3. Shawn Secrest (Kaw); 4. Dustin Monger (G-G); 5. Steve Stewart (Yam).

25+ NON-EX: 1. Timothy Stevenson (Hon); 2. Darin Guerrie (Kaw); 3. Eric Johnson (Kaw); 4. Robert Baumgarten (Suz); 5. Jeremy Maycroft (Suz).

30+ A: 1. Darrell Miller (Kaw); 2. Steve Stewart (Yam); 3. Terry Kyle (KTM); 4. Alan Bender (Kaw); 5. Joe Arnold (Kaw).

30+ B: 1. Michael Bassi (Yam); 2. Michael Levesque (Yam); 3. Robert Baumgarten (Suz); 4. Lonnie Bredenson (Hon); 5. Johnny Clifford (Hon).

30+ C: 1. Timothy Stevenson (Hon); 2. Steve Caple (Kaw); 3. Gregory Corns (Yam); 4. Mike Tucci (Yam); 5. Robert Imondi (Hon).

40+ A: 1. Terry Kyle (KTM); 2. David Pickett (Kaw); 3. Bruce Jones (Kaw); 4. Dale Winczewski (Yam); 5. Jeff Hazelhurst (CCM).

40+ B: 1. George Villany (Yam); 2. John Longwell (KTM); 3. Donald Warmuth (Hon).

40+ C: 1. Tom Walz (Kaw); 2. David Way (Yam); 3. Richard Funk (Kaw); 4. Mark Erickson (Kaw); 5. Roger Kent (Yam).

4-STRK OPEN: 1. Lyle Schrock (Yam); 2. Lee Blomquist (Yam); 3. Shane Daniels (Yam); 4. Anthony James (KTM); 5. Gregory Corns (Yam).

WMN A: 1. Dawn Winczewski (Yam); 2. Cheryl Place (Yam); 3. Laura Little (Hon); 4. Christine Donovan (Hon).

WMN C: 1. Layne Gibson (Suz); 2. Kelly Longwell (Kaw).

Baraldi blasts at Danny Ornelas Benefit Motocross

By Jim Enos

HOLLISTER, CA, JUNE 14

Armed with his trusty KTM 50 Senior, Jake Baraldi took on the tough Hollister track and plenty of tough competition to take the overall win in the 50cc (7-8) Stock Beginner class at the Danny Ornelas Benefit Race. Ornelas was injured at the Hangtown National Amateur day race and is currently paralyzed from the waist down. The benefit race, presented by AMP and GFI, saw riders sacrifice receiving a trophy for the day, and each person who entered the gate received a blue ribbon honoring Ornelas. AMP donated all the entry fees collected, and numerous riders, businesses and manufacturers donated items for an auction that took place during the intermission. All in all, nearly $7500 was raised on the day and donated to the Ornelas family.

In the first moto, a large gate of anxious Pee Wees made their way to the first turn and it was Action-mounted Ruben Hernandez taking the holeshot, followed by Michael Flores, Yamaha-mounted A.J. Harris, Richard Rinauro and Brandon Nicholson. Baraldi, who got a bad start, had his work cut out for him as he trailed the pack in sixth. However, Baraldi benefited from a track that could be considered slightly rough when it comes to pee-wee-sized machinery. Five-inch ruts were grabbing the 10-inch pee wee tires, and falls were abundant throughout the track lap after lap. Baraldi managed to keep the rubber on the soil and he made his way up to third by the second lap. Up front, though, Hernandez was also riding a steady race, with Flores in second. When the checkered flag came out, Hernandez took a wire-to-wire victory, followed by Flores, Baraldi, Rinauro and Nicholson. Nicholson was on a brand-spanking-new KTM that he had just won at the race a week earlier, courtesy of DH Cycles of Modesto and AMP/GFI.

Moto two saw Baraldi grab the holeshot, ahead of Flores, Rinauro, Nicholson and Hernandez. Hernandez quickly shot his way into second place and began to pressure Baraldi. In fact, Hernandez outjumped Baraldi over a big tabletop to grab the lead. However, that lead was short-lived, as a trip to the soil in the back section of the track gave the steady Baraldi the lead once again. Flores maintained second until a determined Hernandez made a smooth pass over the big tabletop to take over second place on lap three. In fact, Hernandez appeared to be the fastest rider on the track. On the white-flag lap, Baraldi had a hold on first and it appeared that Hernandez had secured second until the big tabletop finally sent him to the ground. A hard landing sent him to the soil again, and Flores took over second - again. Hernandez remounted unhurt but ran out of time as the checkered flag waved. Baraldi took the win and the overall, Flores went 2-2 for second overall and Hernandez turned in a 1-3 for third overall. Rinauro finished fourth and Nicholson secured fifth.

"The first race was rough," Baraldi said, "but I stayed up in both motos, and that's how I won."

Results

50 (4-6) F/T: 1. Lacey Perales (Yam).

50 (4-6) STK BEG: 1. Shawn Murphy (KTM); 2. Ty Keenom (Act); 3. Marisa Bradshaw (Yam).

50 (7-8) F/T: 1. Blaise Gentry (Lem).

50 (7-8) STK BEG: 1. Jake Baraldi (KTM); 2. Michael Flores (KTM); 3. Ruben Hernandez (Act); 4. Richard Rinauro (KTM); 5. Brandon Nicholson (KTM).

50 (7-8) STK: 1. Cody Jackson (KTM); 2. Jacob Bremen (KTM); 3. Wesley Stine (KTM).

60 F/T: 1. Steven Tarpley (Kaw); 2. Joey Harris (Kaw).

60 BEG: 1. Justin Enos (KTM); 2. Chase Eklund (Kaw); 3. Marcus Bradshaw (Kaw); 4. Matthew Kent (Kaw); 5. Ryan Martin (Kaw).

60 NOV: 1. Kyle Bergantz (KTM); 2. Kurtis Batey (KTM); 3. Greg Fouts (Kaw).

80 F/T: 1. Danny Harris (Kaw); 2. Steven Tarpley (Yam); 3. Chase Eklund (Suz).

80 BEG: 1. Sean Catucci (Hon); 2. Michael Carnes (Yam); 3. Travis Perryman (Yam); 4. Jared Morrison (Yam); 5. Sean Hampton (Suz).

80 NOV: 1. Aaron Casados (Yam); 2. Aaron Bergantz (Kaw); 3. Jesse Mobley (Hon); 4. Michael Carnes (Yam); 5. Mike Matson (Suz).

80 INT: 1. Steve Mertens (Yam); 2. Matt McCrummen (Yam); 3. Cory McDaniel (Yam); 4. Charlie Morrison (Yam).

80 S/MINI: 1. Steve Mertens (Yam); 2. Matt McCrummen (Yam); 3. Cory McDaniel (Yam); 4. Aaron Casados (Yam); 5. Ray Navarro (Kaw).

125 BEG: 1. Greg Center (Yam); 2. Tyler Larick (Yam); 3. Brian Gray (Hon); 4. Jeremy Hoyer (Hon).

125 NOV: 1. Randy Norman (Yam); 2. David Klingenbeck (Yam); 3. Adam Miller (Yam); 4. Sam Sawdey (Suz); 5. Michael Pitrola (Kaw).

125 INT: 1. Turbo Reif (Hon); 2. Beau Baron (Yam); 3. Craig Truglio (Kaw); 4. Kenny Heess (Hon); 5. Mike Newnham (Hon).

250 BEG: 1. Joshua Coffman (Suz); 2. Jason Howe (Suz); 3. Brain Keys (Hon); 4. Jon Harris (Yam); 5. Mike Dapoli (Hon).

250 NOV: 1. Randy Norman (Yam); 2. Jason Ellis (Yam); 3. Brad Betschart (Yam); 4. Kurt Long (Hon); 5. Aaron Youse (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. Turbo Reif (Hon); 3. Cory Morais (Yam); 4. Troy Cardiel (Suz); 5. Aaron Mattson (Yam).

500 NOV: 1. Tim Pug (Yam).

ALL PRO: 1. Harold Hageman (Hon); 2. Dan Paladino (Yam); 3. Auggie Rodriguez (Yam).

25+ BEG: 1. Brian Keys (Hon); 2. Ruben Hernandez (Kaw).

25+ INT: 1. Mike Segundo (Hon); 2. Aaron Mattson (Hon).

25+ EX: 1. Dan Paladino (Yam).

30+ BEG: 1. Frank Sanchez (Hon); 2. Rob Nash (Suz); 3. Jack Lanto (Hon); 4. Alan Martin (Hon); 5. Jonathan Chapman (Yam).

30+ NOV: 1. Tim Pug (Yam); 2. Ryan Wann (Suz); 3. Tim Dunn (Yam); 4. Joseph Gonzalez (KTM); 5. Ted Pippin (Kaw).

35+ NOV: 1. Kevin Smith (Hon); 2. Rick Jewell (Yam); 3. Pat Saugar (Yam); 4. David Evans (Hon); 5. Steve Allen (Yam).

35+ INT: 1. Alan Loredo (Yam).

40+ NOV: 1. Bill Carnes (Yam); 2. Tim Donalson (Kaw); 3. Mark Mitzel (Hon); 4. David McCandless (Hon); 5. Nick McKinnon (Yam).

40+ EX: 1. John Handelin (Suz).

U/L BEG/NOV: 1. Adam Baca (Yam); 2. David Klingenbeck (Yam); 3. David Evans (Hon); 4. Steve Allen (Yam); 5. Pat Saugar (Yam).

U/L INT/PRO: 1. Dan Paladino (Yam); 2. Logan Masterson (Yam); 3. Ryan Morais (Yam); 4. Robert Harold (Yam); 5. Joseph Gonzalez (Mai).

HMC BARKBUSTERS: 1. Jason Howe (Hon); 2. Rob Nash (Suz); 3. Mark Olund (Hon); 4. Anthony Lorscheider (Hon); 5. Joe Bondad (Hon).

Schnabel sweeps Plymouth Short Track

By Al Sumner

PLYMOUTH, WI, JUNE 12

National number 33, J.R. Schnabel, swept his fellow pros aside on his way to four wins at SST's Short Track in Plymouth, Wisconsin. Despite stiff competition in all the classes, Schnabel emerged on top in every class in which he competed.

In the 250cc Pro action, Schnabel was pursued by fellow Honda rider Brian Zurn and Todd Kluever on a Suzuki. The 500cc class saw Jonathan Hanson (on a 400cc Honda) and Bob Ybema (on his Rotax) follow Schnabel across the line. The 600cc final was a field full of Rotaxes. Schnabel led from the green while being chased by National number 98, Brett Beyer, Ybema, Todd Kluever, and the lady from California, Michelle DiSalvo. The latter four swapped positions throughout the race but finished in the same order behind Schnabel. Schnabel also handily won the Dash For Cash.

In the very popular Open Twins class, a dozen bikes came to the line. Perennial champ Art Mischler, riding a Triumph, came out on top, with Harley-mounted Mike DuVall in second and hard-charging Yamaha pilot Steve Captain in third.

The Harley-Davidson Sprint Classics class saw a terrific battle erupt between Dan Lauters Jr., Mike Connel, John Marschang Jr. and Ron Lancaster. Lauters took the win over Connel and Marschang.

The Plymouth crowd goes crazy over little kids on little motorcycles, and this time was no exception, and they screamed and stomped for the youngsters. The cheering crowd saw Candy Hiley work her way to victory over Josh Mueller and Max Geib, but it wasn't a walk in the park. Every lap was filled with excitement as these three little racers pursued one another. Hiley would lose some ground and then Mueller would take over, with Geib hot on his tail. Hiley was in the right place at the right time and took the win.

In recognition of Harley-Davidson's 95th anniversary, the Wisconsin Harley-Davidson Dealers Association put up a nice purse for the 883 Sportster class. Eric Mischler made his first Pro-class ride one to remember as he caught the green perfectly and led the race to the checkered over DiSalvo, Eddie Dixon, and Mike DuVall.

Just because there was a little extra time, the SST ran another favorite class - adults on 50cc bikes. This time it was agreed that the rider needed to be a racer, and a field of five emerged. Brian Kromroy ran to victory on Candy Hiley's Yamaha. Kromroy did a victory wheelie of sorts at the finish line and was awarded with a miniature 5-inch-tall trophy and the $5 registration fee collected from this class's riders.

Results

250 SEMI-PRO: 1. J.R. Schnabel (Hon); 2. Brian Zurn (Hon); 3. Todd Kluever (Suz); 4. Jonathan Hanson (Hon); 5. Bob Ybema (Hon).

500 SEMI-PRO: 1. J.R. Schnabel (W-R); 2. Jonathan Hanson (Hon); 3. Bob Ybema (Rtx); 4. Nick Gustin (Hon); 5. Brian Kromroy (Yam).

600 SEMI-PRO: 1. J.R. Schnabel (W-R); 2. Bret Beyer (Rtx); 3. Bob Ybema (Rtx); 4. Todd Kluever (Rtx); 5. Michelle DiSalvo (W-R).

50 SHFT: 1. Candy Hiley (Yam); 2. Josh Mueller (Yam); 3. Maxwell Geib (Yam); 4. Ryan Wolf (Hon); 5. Max Elliott (Suz).

OPEN TW: 1. Art Mischler (Tri); 2. Michael DuVall (H-D); 3. Steve Capt (Yam); 4. Gary Beck (Yam); 5. Scott Becker (Yam).

H-D SPRNT-CLSSIC: 1. Dan Lauters (H-D); 2. Mike Connell (H-D); 3. John Marschang Jr. (H-D); 4. Ron Lancaster (H-D); 5. Louis Lauters (H-D).

H-D 883: 1. Eric Mischler (H-D); 2. Michelle DiSalvo (H-D); 3. Eddie Dixon (H-D); 4. Mike DuVall (H-D).

ANTQ: 1. Steve Captain (Tri); 2. Norm Gruber (Tri); Jim Gustafson (BSA).

DFC: 1. J.R. Schnabel (W-R).

ADULTS ON P/W: 1. Brian Kromroy

Phillips takes Arkport dice run

By Michael Harasmisz

ARKPORT, NY, JUNE 7

Brian Phillips turned in a high score with his rolls of the dice to take the overall win at the Arkport Dice Run. More than 470 riders turned out to ride the 25-mile course, which was made up of tight and open trails, with many water crossings tied together with some large uphills and downhills. The course provided enough challenge for the Experts and was fun for everyone else. The inaugural event raised $4720 for the American Cancer Society, while event sponsors Arkport Cycles, Parts Unlimited, Moose Racing, KK Cycle Supply and Tucker Rocky provided prizes to riders finding marked arrows on the trail.

When the run was started, local pro motocrossers Joe Ellington, Mike Harasmisz and Brian Wellman were the first to head into the woods as the large group of riders followed. The riders were greeted with excellent weather and trail conditions, and the trail had four checks where riders rolled the dice. When the riders came into the final checkpoint, many had such a great time that they went out to ride another loop.

After all the riders were in and the scores were tallied, Phillips turned in the highest score, followed by Eric Hardwood and P.J. Tremper. A special low-score award went to Tim Cole. Event organizer Gordy Koester was very pleased with the turnout and with how smoothly the event ran.

Hannold handles final at Hungry Valley Motocross

By Paul Kellen

GORMAN, CA, JUNE 14

The final round of the SSC Brick Nationals, held at the Hungry Valley SVRA, saw Chris Hannold take the overall win in the 250cc Intermediate division.

At the drop of the gate in moto one, White Brothers/FMF/O'Neal-backed Hannold nabbed the holeshot, followed closely by Damon Bivens and Darrin Hoeft. The three quickly put distance on the rest of the field and completed the first lap in that order, but Hannold was able to put a three-second cushion between himself and Bivens. Bivens, who is recuperating from a hard fall that resulted in a strained chest muscle, had his hands full with Hoeft. Four laps into the race, Hannold had a slim five-second lead, followed closely by the battling duo of Bivens and Hoeft. The race between Bivens and Hoeft for second place raged the entire moto, with the two riders swapping positions throughout. When it was all said and done, Hannold took the checkered flag ahead of Bivens, followed closely by Hoeft. The remaining top five was filled out by Norberto DeBernardi and Rafael Means.

Moto two was almost an exact repeat of the first moto, with Hannold again grabbing the holeshot ahead of Bivens and Hoeft. Bivens, who was riding two classes with his injury, was unable to retaliate from a late-moto pass and had to settle for third behind Hoeft. Hannold, of course, claimed the overall win, while Hoeft (3-2) stole second from Bivens (2-3).

Another good race occurred in the Vet Novice class. As the riders rounded the first turn, it was Tom Bell in the lead over Andy Gaiger, Menton Morales, Bel-Ray executive Joe Degano and Zack Bennett. By lap two, the heat was beginning to have an effect on Degano, who had just returned from two weeks in France. On lap three, Degano hesitated for a second and Bennett slammed the door shut on him and he faded backward. Meanwhile, the lead riders had separated themselves from the rest of the field, and Bell took the win over Gaiger, Morales, Bennett and Jim Carley.

The second moto saw Bell take the holeshot again and lead the race from start to finish. Bennett got a better start and finished a close second. Carley moved up to third, Gaiger took fourth and fellow Bakersfield local Morales rounded out the top five. Bell was awarded with the overall win, with Bennett getting second, Gaiger third, Carley fourth, and Morales fifth.

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(Above) Billy Janniro makes the winning pass on Robert Curry in the Handicap main at Fast Fridays Speedway, held at the Gold Country Fairgrounds in Auburn, California. (Left) Assaf Alush won the Junior Vet Novice class at a CRC Saturday Night Motocross held at LACR in Palmdale, California.

Results

50 (4-6): 1. Geof Lockledyr; 2. Devin Davis; 3. Robert Reddell.
50 (7-9): 1. Cary Stacey.
50 KTM (4-6): 1. Chris Plouffe.
50 KTM (7-9): 1. Tanner Alexander; 2. Ethan Flores; 3. Sheri Cruse.
60: 1. Robert Memoli; 2. Cole Seely; 3. Trent Pugmire; 4. Lance Coury; 5. Jon Stains.
80 BEG: 1. C.J. Majon; 2. Josh Bagge; 3. Brett Rothas; 4. Kenny Caverhill; 5. Garrett Eberis.
80 NOV (7-11): 1. Robert Memoli; 2. Tate Misiaszek; 3. Kyle Foyt; 4. Brett Mountain.
80 NOV (12-16): 1. Matt Gomez; 2. Daniel Peters; 3. Adam Taki.
S/MINI: 1. Bobby Steffan; 2. Matt Gomez; 3. Adam Taki; 4. Tate Misiaszek; 5. Kyle Foyt.
125 BEG: 1. Jeff Ramboldt; 2. Joel Swanson; 3. David McCarthy; 4. Jesse Ring; 5. Leo Matthews.
125 NOV: 1. Colin Morrison; 2. Luis Vasquez; 3. Nick Cali; 4. Che Hatchett; 5. Jimmy Stewart.
125 INT: 1. Darrin Hoeft; 2. Nick Scott; 3. Rafael Means; 4. Matt Armstrong; 5. Damon Bivens.
125 PRO: 1. Andreu Labrador.
250 BEG: 1. Ted McToldridge; 2. Jeff Ramboldt; 3. Chris Conahaw; 4. Damon Podolny; 5. Matthew Alba.
250 NOV: 1. Mike Embry; 2. Mike Meadows; 3. Jason Marcus; 4. Tom Bell; 5. Chris Clark.
250 INT: 1. Chris Hannold; 2. Darrin Hoeft; 3. Damon Bivens; 4. Norberto DeBernardi; 5. Rafael Means.
250 PRO: 1. Andy Ellis; 2. Mat Bateman; 3. Paul Kellen; 4. Jason Olafson; 5. Dustin Lunde.
500 PRO: 1. Joe Root.
JR VET BEG: 1. Mark Fields; 2. David McCarthy; 3. Matt Milstein; 4. Dean Baur; 5. Ricky DiMarco.
JR VET NOV: 1. Jason Peltier.
JR VET INT: 1. Tony Sulli; 2. Randy Mossley; 3. Chuck Kober; 4. Eric Casas; 5. Marty Estes.
VET BEG: 1. Mike Hames; 2. Kip Contreras; 3. Sean Ireland; 4. Eddie Hatch; 5. Cary McConnell.
VET NOV: 1. Tom Bell; 2. Zack Bennet; 3. Andy Gaiger; 4. Jim Carley; 5. Melton Morales.
VET INT: 1. Tony Sulli; 2. Scot Hoffman; 3. Chuck Barrett; 4. Manny De Campo; 5. Eric Casas.
40+ BEG: 1. Jeff Pollard; 2. Mike Bauderson; 3. Gary Zweifel; 4. Reid Franks; 5. Mike Schu.
40+ NOV: 1. Jack Noves; 2. Mark Broneau; 3. Bob Arellano; 4. Paul Broady; 5. Doug Cave.
40+ EX: 1. Mike Halpin; 2. Willie Kennedy; 3. Joe Root; 5. Mike Webb.

Alush on top at CRC Night Motocross

By Greg Robertson

PALMDALE, CA, JUNE 20

Assaf Alush split moto wins with his friend and rival Gabi Abayou to claim the Junior Vet Novice-class overall win at Los Angeles County Raceway during the Motorsports News-sponsored round of California Racing Club's Saturday Night Motocross.

Rick Knox was quickest out of the gate to lead the first-moto charge ahead of Alush, Dino Catuogno and Glenn Ardaini. Knox started feeling heavy pressure from Alush by the third lap, with Catuogno and Abayou joining in. Alush hounded Knox for a couple of laps before knifing under him just after the FMF Tower to run out front. Knox stuck with Alush but had to settle for second at the checkers. The battle for third went down to the wire, with Catuogno prevailing over Abayou by a bike length.

Alush grabbed the holeshot in the second round, but Abayou hammered through a whoop section to control the lead on lap one. From that point on, the race belonged to CR250-mounted Abayou as he slowly pulled away for the win. Alush couldn't catch Abayou but was in no threat of being caught from behind by Catuogno and earned the overall honors with his runner-up finish. Knox and Catuogno argued over third until Knox stalled in a corner, allowing Catuogno to secure the position with 3-3 rides.

Jose Rodriguez took his KX250 to a two-moto sweep of the Old Timers Amateur class. Bob Breach kept Rodriguez honest throughout the first moto en route to his second-place finish ahead of Jeff Hawthorne and Ken Beach.

While Rodriguez ran away with the second moto, Hawthorne and Beach had a good dice over second. Beach finally managed to make his pass stick going up the over-and-under section with a lap remaining to take second place with his 4-2 score. Hawthorne (3-3) came out on top of a points tie with Breach (2-4) for third overall.

Results

P/W BEG: 1. Cale Summerford (KTM); 2. Chase Lippie (KTM); 3. Keith Robinson (KTM); 4. Wade Morgan (KTM).
P/W STK: 1. Mitch Staben (Yam); 2. Michael Stewart (Yam); 3. Dillon Kuntz (Yam); 4. Cary Stacy (Yam); 5. Ty Pennington (Yam).
P/W MOD: 1. Chance Lippie (Yam).
S/STK (4-6): 1. Chase Lippie (KTM).
S/STK (7-9): 1. Preston Lundin (KTM); 2. Cale Summerford (KTM).
60 BEG: 1. Shawn Butler (Kaw); 2. David Medina (Kaw); 3. Zachary Brown (Kaw); 4. Shana Rhinehart (Kaw).
60 (4-8): 1. Preston Lundin (Kaw).
60 (9-11): 1. B.J. Kuntz (Kaw); 2. Brandon Zeek (Kaw); 3. Sherri Cruse (KTM).
80 BEG: 1. Tye Hames (Suz); 2. Garrett Eberle (Yam); 3. Kim Cordova (Suz); 4. Timothy McDaniel (Yam); 5. Chris Cordos (Suz).
80 (7-11): 1. Dave Carter (Kaw); 2. Randall Hall (Kaw).
80 (12-13): 1. Chris Norr (Suz); 2. Anthony Barbacovi (Yam).
B/W: 1. Jamie Klein (Hon); 2. Mike Epstein (Hon).
125 BEG: 1. Corey Murphy (Hon); 2. Ben Stuelke (Suz); 3. Jeff Verseput (Yam); 4. Brian Taggart (Hon); 5. Steve Shea (Kaw).
125 NOV: 1. Donnie Durrer (Yam); 2. Kurt Caselli (Kaw); 3. Lars Lindstrom (Hon); 4. Justin Witcher (Hon); 5. Bill Dillenberger (Hon).
125 INT: 1. Chris Thompson (Suz); 2. Jeff Eide (Hon); 3. Nick Mairose (KTM); 4. George LaMonte (Hon).
250 BEG: 1. Dennis Eagoner (Yam); 2. Dylan Baca (Kaw); 3. Angel Rodriguez (Hon).
250 NOV: 1. Josh Mason (Kaw); 2. Chris Ray (Yam); 3. Chris Reed (Kaw); 4. Michael Mahoney (Suz); 5. Jeff Talbert (Hon).
250 INT: 1. Chris Thompson (Suz); 2. Clint Van Eps (Hon).
500 NOV: 1. Norm Schiel (Hon).
JR VET BEG: 1. Dennis Wagoner (Yam); 2. Angel Rodriguez (Hon); 3. Hugo Castillo (Yam); 4. Dan Caneva (Suz); 5. Mark Hacyak.
JR VET NOV: 1. Assaf Alush (Kaw); 2. Gabi Abayou (Hon); 3. Dino Catuogno (Hon); 4. Rick Knox (Yam); 5. Frank Catuogno (Hon).
JR VET INT: 1. J.J. Taylor (Hon).
VET BEG: 1. Shawn Boudrou (Kaw); 2. Dan Caneva (Suz).
VET NOV: 1. Randy Tweedy (Hon); 2. Jack Miller (Yam); 3. Darren Staffer (Hon); 4. Russ McAfee (Hon); 5. Ray Ritzler (Kaw).
VET INT: 1. Randy Wilkins (Suz); 2. Chris Ray (Yam); 3. Mike Licitra (Kaw); 4. Vince Baioni (Hon); 5. Chad Nelson (Yam).
VET EX-PRO: 1. Bryan Nelson (Yam).
SR INT EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).
O/T NOV: 1. Bruce Hoover (Kaw); 2. Dave Rutledge (Hon); 3. Steve Jennings (Suz); 4. Richard Stuelke (Suz); 5. Eric Fish (Yam).
O/T AM: 1. Jose Rodriguez (Kaw); 2. Ken Beach (Yam); 3. Jeff Hawthorne (Suz); 4. Bob Breach (Yam); 5. Jack Allen (Kaw).
O/T EX: 1. Layman Gattis (Yam); 2. Kirk Freeman (Yam); 3. Herbert Allen (Kaw); 4. Scott McDonall (Hon); 5. Robert Fiesler (Kaw).
O/T MSTR A: 1. Edwardo Flippo (Hon); 2. Scott Freeman (Yam).
O/T MSTR B: 1. Jack Kell (Hon); 2. Norm Schiel (Hon); 3. Mike Chesbro (Hon).

Faria, Janniro victorious at Gold Country Speedway

By M. Sober
Photo by Gen Moore

AUBURN, CA, JUNE 26

On a picture-perfect summer evening at the Gold Country Fairgrounds, former Junior Speedway standout Billy Janniro came away with the win in the Handicap main. National Speedway Champion "Flyin'" Mike Faria took the victory in the Scratch main inches ahead of Auburn's Bart "Simpson" Bast. The Second Division main event was a runaway as Mike Browne turned in a wire-to-wire win for the second week in a row. The Third Division win went to Joe Whiting.

The Handicap main event originally lined up with Ian Ferris positioned alone on the 20-yard line, but when he was caught jumping the start, referee Dane Besneatte penalized him 10 yards. He was then lined up on the 30, outside of Robert Curry and Billy Janniro, for the restart. Rounding out the field was Pat Linn on the 40, while the 50-yard line was occupied by veterans Faria and Bast. On the restart, Janniro got away first but drifted toward the outside line, and Curry blasted inside of him to assume the front-running spot. For the first four laps, the running order changed very little. Curry led on the inside line as Janniro tried in vain to steal away the lead from the outside cushion. After the white flag came out, Janniro surprisingly changed his line, dropping down to the low groove for the final set of turns. He was able to dislodge Curry slightly from his line and took the win by about a half of a wheel length aboard his Rick's Towing/Pat Berry/Reed Autobody-supported Jawa.

"I knew I could win the thing, but I finally had to give up on the outside because I was running out of laps," Janniro said. "I just wish I could have done more in the Scratch main."

Ferris never recovered from his less-than-advantageous starting position and eventually fell to sixth place. Bast stayed on the inside line and moved past Linn to take over third place on the last lap, and Faria trailed around with a fifth-place finish.

Janniro, who was featured in the photo on the night's racing program, shouldn't have been so hard on himself for not "doing more" in the Scratch main, since he was faced with a very formidable challenge from three wily speedway veterans. Janniro started on the pole with Bobby Hedden, Faria and Bart Bast fanned out to his right in gates two through four. Faria was the first away when the starting tapes moved and led the field successfully through the first turns. Bast also got a good start and went to work dogging Faria on the outside line. As had happened earlier, the line didn't work and he dropped down to the inside on lap three. Bast's tactic narrowed the margin on Faria's lead, but he still came up short.

Meanwhile, Bobby Hedden, who amazingly won the Handicap consi aboard a borrowed bike, had more mechanical troubles and took fourth behind Janniro.

"Did you see me sweating out there on the last lap?" chuckled Faria. "I could hear Bart's bike the whole way. I knew he was close. Fortunately, I didn't make a mistake or *he'd* be up here talking to you right now."

Results

SCR: 1. Mike Faria (GM); 2. Bart Bast (Jaw); 3. Billy Janniro (Jaw); 4. Bobby Hedden (Jaw).
HDCP: 1. Billy Janniro (Jaw); 2. Robert Curry (Jaw); 3. Bart Bast (Jaw); 4. Pat Linn (Jaw); 5. Mike Faria (GM).
D-2: 1. Mike Browne (Jaw); 2. Tom Adams (Jaw); 3. George Snodgrass (Wes).
D-3: 1. Joe Whiting; 2. Richard Powell; 3. Glenn Scott.
D-1 JR: 1. Al Jones (Wes); 2. Eric Carillo (Jaw); 3. Bryan Yarrow (Wes).
D-2 JR: 1. Scott Hawley; 2. Jay Heidt; 3. Josh Newby.
D-3 JR: 1. Brenton Bast; 2. Alex Marcucci; 3. Ray Linn; 4. Chris Smith.

Isaacs storms at Wichita VDTRA Dirt Track

By Mike Zbrozek

WICHITA, KS, JUNE 13

BSA-mounted Johnny Isaacs stormed the competition to win both the Pro-Masters and Pro 600cc classes at round four of the VDTRA Pro-Am Flat Track Series, held at the Jeeps Club Speedway. A posted tornado watch and gully-washer storm kept action from starting until nearly 9 p.m., pushing the main events into the wee hours of Sunday morning. Despite the weather, a good crowd remained on hand and were rewarded with close racing on a near-perfect race track.

In the Pro 600cc main event, Isaacs grabbed the lead from the light and continued to pull away as Roger Sterling, Bill Snyder, Bill Berger and John Fike ran tightly together, wrestling for the advantage. While Sterling held the lead on this pack in second, Berger and Snyder took turns running in harder into turn three, with Berger finally holding back Snyder but unable to move on Sterling. Fike raced to the flag in fifth.

The Pro Masters main saw class champ Fike show everyone the fast way around on lap one, while Isaacs, Berger, Jeffries and Mike Mendenhall jockeyed just behind him. By lap two, Berger had dispatched Fike for the lead, and Isaacs also began to crowd Fike for the second spot. By lap three, Isaacs slid by both Fike and Berger in turns three and four and began a five-lap drive to the checkers. Fike found some racing room on lap six and repassed Berger for the runner-up spot, while Jeffries, Mendenhall and Snyder rounded out the top six.

The Open Pro Twin class saw another good battle as Diversified Body & Paint/Dennis Pourier-sponsored Mark Gibson got by early leader Snyder to take the win. Snyder kept the Yamaha twin on the boil in pursuit, but Gibson left little opportunity for Snyder to pass. Rising to third after trailing Jac Donald for most of the race was the BSA of Fike.

In the Senior class, Larry Kennedy led all but the last lap as Snyder sneaked by him on the last lap for the win. Sweet Ranch Buffalo Company-sponsored Doug Stewart brought his Ducati twin in ahead of Earl Smith for third.

In another crowd-pleaser, 600cc Amateur veteran J.C. Clark raced by Roy Haines and Dan Burr in the early laps to take his first National main-event win of 1998. Earl E. Smith pressed by Haines and then Burr to take second.

Open Twin-class rider Reggie Barkley made it two for two on the weekend as he held off hard-driving Fred Cuba for first place.

Results

SR AM: 1. Bill Snyder (Yam); 2. Bob Braunreiter (H-D); 3. Larry Kennedy (Yam); 4. Doug Stewart (Duc); 5. Dennis Melcher (Yam).
600 AM: 1. J.R. Smith (Yam); 2. Dan W. Burr (Hon); 3. J.C. Clark (Yam); 4. Roy Haines (Bul); 5. Renee Eberle (Yam).
OPEN TW: 1. Reggie Barkley (Yam); 2. Bob Snyder (Yam); 3. Fred Cuba (Tri); 4. Jerry Hinds (Yam); 5. J.R. Smith Jr. (Yam).
PRO-MSTR: 1. Johnny Isaacs (BSA); 2. William Berger (Hon); 3. Dan Hammond (Yam); 4. John Fike (BSA); 5. Bill Snyder (Yam).
PRO-600: 1. Ricky Fiscel (Yam); 2. William Berger (Hon); 3. Johnny Isaacs (BSA); 4. Roger Sterling (BSA); 5. Mike Patterson (Yam).
OPEN PRO-TW: 1. Ricky Fiscel (Tri); 2. Mark Gibson (Tri); 3. Mike Patterson (H-D); 4. John Fike (BSA); 5. Frank Bardaro (Tri).
DINO: 1. Gerald Jessup (Tri); 2. Mike Zbrozek (BSA).

Damron back on the gas at Lodi Short Track

By Mike Law

LODI, CA, MAY 24

"You're not going to beat me at a day race," said Morgan Hill's Rob Damron to Tony Meiring after the Open A main event at the Lodi Cycle Bowl. "I've turned too many laps here."

To win this one, Damron definitely had his work cut out for him. Tracy's Meiring aced the holeshot, while Damron became mired in mid-pack traffic. Lap after lap, Damron picked off riders, then eventually glued himself to the rear tire of Meiring. For several more laps, Damron attempted several unsuccessful moves before setting Meiring up with a tap.

"Rob gave me a little tap on the back tire on the north turn, which made me go faster and wider in the south turn," Meiring explained. "When I went wide, he went underneath me."

Manteca's Tony Souza left the Pro Sports main event with a mixture of good news and bad news. The good news was that the freshman Pro won the race, and the bad news was that Souza's engine literally exploded just a few feet past the checkered flag, destroying a $3000 Rotax engine.

Danny Casey made the big transition from an 80 to a 250 in fine form and dazzled the fans in the process. Casey has apparently learned how to take the holeshot from his dad, Bob

"Holeshot" Casey; he has also learned how to make smooth, dramatic powerslides. Casey won the 250cc short-track main, and nearly came up a double winner on the TT, finishing a bike length behind Meiring.

In Vintage action, Manteca's Danny Klay, in only his third motorcycle race, played a seesaw game of cat-and-mouse with Robert Norris and Joe Hoogerhyde. Each rider led the race, and each rider was dropped a position or two during the dogfight. Klay, however, managed to lead the lap that counted, and he took the checkered flag ahead of veterans Norris and Hoogerhyde.

Ryan Law raced his final races in the Pee Wee Stock C (0-6) class before moving up to the more competitive Over 7 class. Law walked away with wins on both the short track and the TT track, overcoming the hard charges of Dylan Stutters and Jess Garcia.

Results

Short Track

PP: 1. Lauren Wallace (Suz); 2. Rebecca Law (Yam); 3. Jamie Pahel (Yam).

P/W STK B (0-6): 1. Anthony Fong (Yam).

P/W STK C (0-6): 1. Ryan Law (Yam).

P/W STK A: 1. Danny McDaniel (Yam).

P/W STK B: 1. Frankie Garcia (Yam).

P/W STK C: 1. Rebecca Law (Yam); 2. Ron Roberts (Puc); 3. Jamie Pahel (Yam); 4. Lauren Wallace (Suz).

60 B: 1. Chris Borjas (Kaw).

60 C: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw).

80 A: 1. Brandon Inderbitzin (Hon); 2. Stewart Barber (Hon); 3. Jason Grewe (Hon); 4. Corey Eaton (Hon); 5. Freddy Poli (Hon).

80 C: 1. Dustin Avila (Hon).

250: 1. Danny Casey (Suz); 2. Corey Eaton (Hon); 3. Darrell Hughes (Hon); 4. Chris Geilfus (Hon).

VINT TW: 1. Jon Eichelbaugh (Yam); 2. Ralph Lee (Tri); 3. Robert Norris (Yam).

VINT 40+: 1. Robert Sanders (Bul); 2. Tom Booth (Hon); 3. Jim Forrest (Tri); 4. John Dotson (Bul).

VINT C: 1. Danny Klay (Yam); 2. Robert Norris (Yam); 3. Joe Hoogerhyde (Bul); 4. Jeff Corzenkoss (Bul).

VET: 1. Steve Fischer (Rtx); 2. Robert McDonnell (Rtx); 3. Steve Hall (Yam); 4. Paul Sandburn (Rtx); 5. David Worthen (Yam).

OPEN A: 1. Rob Damron (Hbg); 2. Tony Meiring (Rtx); 3. Robert Seay (W-R); 4. Kenny Noyes (Hbg); 5. Bob Casey (W-R).

OPEN B: 1. Billy Hiles (Yam); 2. Marty Weisler (Rtx); 3. Paul Sandburn (Rtx); 4. Armando Rodriguez (Yam); 5. Jim Maher (Rtx).

PRO SPT: 1. Tony Souza (Rtx); 2. Bob Casey (W-R); 3. Kenny Noyes (Hbg); 4. Tony Meiring (Rtx); 5. Ray Comer (Yam).

TT

PP: 1. Rebecca Law (Yam); 2. Lauren Wallace (Suz); 3. Jamie Pahel (Yam).

P/W STK B (0-6): 1. Anthony Fong (Yam).

P/W STK C (0-6): 1. Ryan Law (Yam); 2. Dylan Stutters (Yam); 3. Jess Garcia (Yam).

P/W STK B: 1. Frankie Garcia (Yam).

P/W STK C: 1. Lauren Wallace (Suz); 2. Rebecca Law (Yam); 3. Ron Roberts (Puc); 4. Jamie Pahel (Yam).

60 A: 1. Derrick Ponton (Kaw).

60 B: 1. Chris Borjas (Kaw).

60 C: 1. Bobby Fong (Kaw); 2. Joe Hernandez (Kaw).

80 A: 1. Brandon Inderbitzin (Hon); 2. Jared McWhirter (Hon).

80 B: 1. Stewart Barber (Suz).

80 C: 1. Jason Grewe (Hon).

100: 1. Corey Eaton (Hon).

OPEN: 1. Steve Hall (Yam); 2. Jim Maher (ATK).

Tisingers take two at Antelope Valley Motocross

By Tony Alessi

LANCASTER, CA, JUNE 19

Ryan Tisinger and his brother C.J. took hard-earned victories in the 80 and 125cc Beginner classes, respectively, during Full Flown Promotions Friday Night Motocross at the Antelope Valley Fairgrounds.

Tisinger looked like a sure bet in the first 80cc Beginner race but fell hard while leading. Ricky Parks picked up the lead and ran with it all the way to the winner's circle, while Tisinger charged all the way back to third behind Axo Racing-sponsored Weston Peick.

The second moto saw Tisinger take off and smoke away to a convincing victory, while Steve Forsythe came back for an impressive second in front of Peick, Parks and Ricky Banks. When the scores were tallied, Tisinger took the win with a 3-1 finish, topping Peick's 2-3 and Parks' 1-4.

If you think Ryan Tisinger was lucky to win his class with a 3-1 finish, you might be amazed to know that C.J. Tisinger used a 1-6 finish later that night to score the win in the always-unpredictable 125cc Beginner class. C.J. topped Corey Murphy and Jeff Verseput in races that were nothing short of full-blown chaos.

Kyle Lewis and Doug Parsons were the night's top Pro riders. Lewis battled with Danny Carlson on his FMF/Chaparral-supported Yamaha for most of both motos, with Lewis eventually running over Carlson's front wheel to bring that battle to an end. Parsons used aggressive riding and some questionable tactics to score the 125cc Pro win. Parsons topped Tommy Harrison, Jerry Aleman and Carlson.

Tylor Hemme was king of the Pee Wee ranks after scoring six out of six moto wins in the Stock and Modified (7-8) classes and the Super Pee Wee division. Hemme gave credit for his recent success to former pro racer Richard Bunch, who has been teaching Hemme some of the fundamentals of motocross, along with wrenching on his bikes to keep them in peak condition.

Results

50 BEG: 1. Chris Plouffe (KTM); 2. Corey Bernatz (KTM); 3. Ethan Florez (KTM); 4. Corey Hungerford (KTM); 5. Christopher Deeds (KTM).

50 (0-6) MOD: 1. Blake Baggett (Cob); 2. Dustin Pulliam (KTM).

50 (7-8) MOD: 1. Tylor Hemme (KTM); 2. Daniel Karger (KTM); 3. Kyle Smith (KTM); 4. Chris Pulliam (KTM).

50 (0-6) S/STK: 1. Blake Baggett (Cob); 2. Dylan Pemberton (Cob); 3. Chris Plouffe (KTM); 4. Dustin Pulliam (KTM).

50 (7-8) S/STK: 1. Tylor Hemme (KTM); 2. Daniel Kariger (KTM); 3. Tanner Alexander (Lem); 4. Jake Morrow (KTM); 5. Chris Pulliam (KTM).

P/W 80: 1. Richard Steele (Hon); 2. Kevin Lipp.

60 BEG: 1. Nicholas Sanchez (Kaw); 2. Shana Rhinehart (Kaw); 3. Andrue Mayol (Kaw); 4. Jeremy Peddell (Kaw); 5. Cody Waller (Kaw).

60 (0-8): 1. Justin Mulford (Kaw); 2. Trent Pugmire (Kaw); 3. Lance Coury (Kaw); 4. Tanner Alexander (Kaw).

60 (9-11): 1. Mike Alessi (Kaw).

80 BEG: 1. Ryan Tisinger (Kaw); 2. Weston Peick (Suz); 3. Ricky Parks (Yam); 4. Tiffany Smith (Yam); 5. Ryan Grigsby (Kaw).

80 NOV: 1. Cory Redenius; 2. Adam Gragg (Yam); 3. Kevin Williams; 4. Riley Beckinger (Yam); 5. Blake Margheim (Yam).

80 INT: 1. Chris Nihan (Suz); 2. Tyler Duncan (Yam).

125 BEG: 1. C.J. Tisinger (Suz); 2. Corey Murphy (Hon); 3. Jeff Verseput (Yam); 4. Jesse Beard (Suz); 5. Charles Dana (Yam).

125 NOV: 1. Chris Elliott (Yam); 2. Rod Hamby (Yam).

125 INT: 1. Chris Barrett (Suz); 2. Eric Anderson (Yam).

125 PRO: 1. Doug Parsons (Yam); 2. Tommy Harrison (Yam); 3. Jerry Aleman (Suz); 4. Danny Carlson (Yam); 5. Michael Young.

250 BEG: 1. Nick Jerome (Suz); 2. Cecil Avery; 3. Lance Austin (Yam); 4. Clayton Riley (Suz); 5. Sam Anderson (Hon).

250 PRO: 1. Kyle Lewis (Suz); 2. Doug Parson (Yam); 3. Danny Carlson (Yam); 4. Donald Upton.

PP: 1. Patti Devoll (Kaw); 2. Candice Smith (Hon).

JR VET: 1. Cain Smead (Yam); 2. Scott Marchan (Suz).

VET BEG: 1. Mike Carr (Hon); 2. Russ Schuoler (Hon); 3. Andy Flum (Yam); 4. Ken Lipp (Suz); 5. James Bori (Suz).

SR VET: 1. Rick Parks (Hon); 2. Larry Hipp (Yam).

Rutherford, Alessi score three wins at Mini Stars Motocross

By Tony Alessi

MORENO VALLEY, CA, JUNE 20-21

KTM mini rider Bruce Rutherford and multi-time Amateur National Champion Mike Alessi stole the spotlight by taking three class wins apiece at the 1998 Mini Stars, held at the Starwest Cycle Park.

The two-day event drew numerous riders form the area and concentrated on only 50, 60 and 80cc machinery. No big-bikes or vet classes were run during the event. Saturday was reserved for the Pee Wee classes on the small track, while Sunday's event opened the doors for all three classes to have their mini battles.

Rutherford was king of the Pee Wees after he dominated the Super Pee Wee and 50cc Stock and Modified (7-8) classes. Rutherford's most memorable race of the weekend unfolded in the Stock (7-8) class. After an easy first moto which saw Rutherford run off and hide from the field, he saw things change drastically in the all-important second moto. Rutherford gated behind Newport, Tennessee's Brandon Large, who was riding injured.

"Brandon and I came down to California to be fitted for a special leg brace at CTi," Large's father said. "So we decided to try and race this Mini Star race."

Large seemed fast aboard his King Cobra and was opening up a little ground on Rutherford by jumping the infamous gully jump. Rutherford was on the charge, though, and began to close up the gap until disaster struck and he slid out. After charging up to do the same thing again, he caught, hounded and nearly passed Large at the checkers. But when the dust settled, it was Rutherford taking the title with a 1-2 showing, topping Brandon Million's 2-3, Large's 5-1, Danny Gonzalez's 4-4 and Tylor Hemme's 6-5.

Rutherford returned for a clean sweep of the 50cc Modified (7-8) and Super Pee Wee classes in a four-moto sweep aboard his Team Malcolm Smith/R&D/Curnutt Shocks-backed KTMs. Rutherford topped Hemme and Large in the 50cc Modified (7-8) class and Mike Meade and Hemme in the Super Pee Wee class.

Alessi had a banner day despite nearly racing back-to-back motos all day in over-90-degree temperatures. In the end, Alessi won all six motos to claim the 60cc (9-11) Stock and Modified classes and the 80cc (7-11) Stock class. Alessi was, however, shut down in the 80cc Modified (7-11) class by Jarred "Jet" Browne, who put in a flawless performance for the championship title on his FMF/Bell/AC Racing-backed Suzuki. Browne topped Alessi, Robert Memoli, Justin Workman and Las Vegas, Nevada's Michael Parker.

Results

Saturday

50 STK STRTR (4-6): 1. Christian Licciardi (KTM); 2. Alex Cody (Lem); 3. Eric Hernandez (KTM); 4. Samuel Martinez (Yam); 5. Ryan Shorron (Yam).

(Left) Kyle Lewis used a hiatus from racing in Japan to win the 250cc Pro class at a Friday night motocross held at the Antelope Valley Fairgrounds in Lancaster, California.
(Below) Bruce Rutherford rode to three class wins at the mini-only Mini Stars, held at Starwest Cycle Park in Moreno Valley, California.

50 STK STRTR (7-8): 1. Jonathan Horgan (KTM); 2. Dustin Scharf (KTM); 3. Kevin Smyth (KTM).

50 STK BEG (4-6): 1. Brandon Brady (KTM); 2. Kieffer Silva (KTM); 3. Justin Jeffers (KTM); 4. David Meade (Cob); 5. Joshua Massey (KTM).

50 STK BEG (7-8): 1. Cody Tithof (KTM); 2. John Robles (KTM); 3. Kristopher Chambers (KTM); 5. Frank Aguirre (KTM).

50 STK NOV (0-8): 1. Brandon Large (Cob); 2. Donnie Kearney (KTM); 3. Danny Gonzalez (Cob); 4. Johnny Jelderda (KTM); 5. Webb Massey (KTM).

50 STK NOV (0-8): 1. Richard Sterling (KTM); 2. Krystal Cramer (Cob); 3. Alan Jiron (Cob); 4. Richard Romero (KTM); 5. Dakota Garner (Cob).

P/W JR ADV: 1. Joshua Runyan (Yam); 2. Ryan Warmath (Yam); 3. David Meade (Yam); 4. Samuel Martinez (Yam); 5. Chad Edwards (Yam).

50 MOD BEG (4-6): 1. David Meade (Cob); 2. Chris Whyte (KTM); 3. Dal Leedom (KTM); 4. Cory Herbert (KTM); 5. Brandon Blythe (KTM).

50 MOD BEG (7-8): 1. Alan Jiron (Cob); 2. Krystal Cramer (Cob); 3. Ray Obermeyer (Lem); 4. Marcus Carrillo (KTM).

50 MOD A (0-8): 1. Danny Gonzalez (Cob); 2. Donnie Kearney (KTM); 3. Webb Massey (KTM); 4. John Jelderda (KTM); 5. John Baltas (Cob).

S/P/W: 1. Donnie Kearne (KTM); 2. Mike Meade (Cob); 3. Brandon Large (Cob); 4. John Baltas (Cob); 5. Danny Gonzalez (Cob).

Sunday

50 STK (0-6): 1. Blake Baggett (Cob); 2. Alan Jiron (Cob); 3. Nic Paluzzi (Cob); 4. Johnny Jelderda (KTM); 5. Brett Downey (Cob).

50 STK (7-8): 1. Bruce Rutherford (KTM); 2. Brandon Million (Cob); 3. Brandon Large (Cob); 4. Danny Gonzalez (Cob); 5. Tylor Hemme (KTM).

50 MOD (0-6): 1. Johnny Jelderda; 2. Bike Baggett (Cob); 3. Alan Jiron (Cob); 4. David Meade (Cob); 5. Brett Downey (Cob).

50 MOD (7-8): 1. Bruce Rutherford (KTM); 2. Tylor Hemme (Cob); 3. Brandon Large (Cob); 4. Donnie Kearney (KTM); 5. Brandon Million (Cob).

S/P/W: 1. Bruce Rutherford (KTM); 2. Mike Meade (Cob); 3. Tylor Hemme (KTM); 4. Brandon Large (Cob); 5. Donnie Kearney (KTM).

60 STRTR (6-9): 1. Adrian Fuller (Kaw); 2. Zachary Cruz (Kaw); 3. Andrew Serrano (Kaw); 4. Kyle Smith (Kaw).

60 STK (0-8): 1. Chad Gores (Kaw); 2. Chase Takacs (KTM); 3. Shawn Hayes (KTM); 4. Phillip Aube (Kaw); 5. Roberto Jiron (Kaw).

60 STK (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli (Kaw); 3. Cody Bradbury (Kaw); 4. B.J. Bohrer (Kaw); 5. Mike Meade (Cob).

60 MOD (0-8): 1. Chad Gores (Kaw); 2. Justin Mulford (Kaw); 3. Chase Takacs (KTM); 4. Roberto Jiron (Kaw); 5. Lance Coury (Kaw).

60 MOD (9-11): 1. Mike Alessi (Kaw); 2. Cody Bradbury (Kaw); 3. Robert Memoli (Kaw); 4. Charles Pearson (Kaw); 5. Warren Davis (KTM).

80 BEG (0-11): 1. Tyson Talkington (Hon); 2. Justin Mulford (Suz); 3. Jonathan Arana (Hon); 4. Matt Rose (Kaw); 5. Chad Herbert (Kaw).

80 BEG (12-13): 1. Jeff Vaughn (Yam); 2. Cody Hertel (Hon); 3. Farrah Hensley (Hon); 4. Jimmy Gonzalez (Yam).

80 BEG (14-16): 1. Curtis Lacey (Yam); 2. Paul Johnson (Yam).

80 (0-11): 1. Mike Alessi (Kaw); 2. Jarred Browne (Suz); 3. Michael Parker (Hon).

80 (0-11): 1. Mike Alessi (Kaw); 2. Jarred Browne (Suz); 3. Michael Parker (Hon); 4. Justin Workman (Kaw); 5. Tommy Cochran (Suz).

80 STK (12-13): 1. Scott Simon (Yam); 2. Danny Mohr (Yam); 3. Tristan Kallas (Hon); 4. Daniel Taft (Suz).

80 STK (14-16): 1. Richie Casiano (Yam).

80 MOD (0-11): 1. Jarred Browne (Suz); 2. Mike Alessi (Kaw); 3. Robert Memoli (Hon); 4. Justin Workman (Kaw); 5. Michael Parker (Hon).

80 (12-13): 1. Scott Simon (Yam); 2. Tristan Kallas (Hon); 3. Gregory Bacon (Hon); 4. Brandon Woods (Hon).

80 MOD (14-16): 1. Nicholas Hensley (Yam); 2. Adam Taki (Kaw).

Fiscel lightning-fast at Thunder Hill Dirt Track

By Mike Zbrozek

HOLTON, KS, JUNE 12

After a winter of recuperation, 1998 Pro 600cc champion Rick Fiscel returned to winning form to take wins in the Pro 600cc and Pro Twin classes at round three of the VDTRA Pro-Am Flat Track Series, held at the Thunder Hill Speedway. Fiscel appeared strong as ever despite his setback last October when he broke several ribs in a fall at Muskogee Speedway.

Despite the large fields in all classes, the first-ever Barkley Racing/Thunder Hill VDTRA National ran very smoothly. Racer/Promoter David Barkley and family put on a great inaugural event, and the riders are looking forward to returning next year.

Donning the number-one plate in Pro 600cc class, Fiscel made fast work of his seventh-place start in the main to move to fourth on lap one. He then worked past Blane Fore on lap two and local Topeka speedster Mike Patterson on lap three to move into second. Up front, William Berger maintained a torrid pace as Fiscel and Roger Sterling pursued the leader. On lap five, however, Fore crashed and brought out the red flag while trying to make up positions. Badly bruised with a broken collarbone, Fore was unable to rejoin the single-file restart, which saw Fiscel overtake Berger for the lead and Johnny Isaacs move up to dice with Sterling for third. During the last five laps, Fiscel was able to build on his lead, with Berger giving chase. Isaacs held off Sterling for third at the flag.

In Pro Twin, Fiscel set the pace early as he put his Max Leathers/Castrol Oil/Riemenschneider-supported Triumph into the lead from the start and began to pull away from the field. Behind Fiscel, Mike Patterson, on the Lonestar Harley-Davidson/Gerald Jessup-tuned XR750, and current Pro Twin champ Mark Gibson, on his Diversified Body & Paint/South City Cycle-sponsored Triumph, worked to catch him. By lap two, Gibson had moved by Patterson and had begun to regain lost ground on Fiscel. While Gibson continued to move up as the laps wound down, Fiscel continued on his run for the win. Patterson held back the late-race effort of John Fike to snag third.

In the Pro Masters class, Isaacs darted his TPR-backed BSA past Danny Hammond on lap two and built a commanding lead to the finish. Behind Hammond, Berger scrambled to drive his Powroll Honda past the BSA of Fike for the third spot. Dunlop/Regina-supported Bill Snyder bested Mike Mendenhall to the line for fourth.

In other racing, Bill Snyder rode his Honda twin past Hammond in the early laps, running off with the win in the Senior class. Bob Braunreiter also got by Hammond on the last lap to secure second. CN

Results

SR AM: 1. Bill Snyder (Yam); 2. Bob Braunreiter (H-D); 3. Larry Kennedy (Yam); 4. Doug Stewart (Duc); 5. Dennis Melcher (Yam).

600 AM: 1. J.R. Smith (Yam); 2. Dan W. Burr (Hon); 3. J.C. Clark (Yam); 4. Roy Haines (Bul); 5. Renee Eberle (Yam).

OPEN TW: 1. Reggie Barkley (Yam); 2. Bob Snyder (Yam); 3. Fred Cuba (Tri); 4. Jerry Hinds (Yam); 5. J.R. Smith Jr. (Yam).

PRO-MSTR: 1. Johnny Isaacs (BSA); 2. William Berger (Hon); 3. Dan Hammond (Yam); 4. John Fike (BSA); 5. Bill Snyder (Yam).

PRO-600: 1. Ricky Fiscel (Yam); 2. William Berger (Hon); 3. Johnny Isaacs (BSA); 4. Roger Sterling (BSA); 5. Mike Patterson (Yam).

OPEN PRO-TW: 1. Ricky Fiscel (Tri); 2. Mark Gibson (Tri); 3. Mike Patterson (H-D); 4. John Fike (BSA); 5. Frank Bardaro (Tri).

DINO: 1. Gerald Jessup (Tri); 2. Mike Zbrozek (BSA).

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Races	8:00

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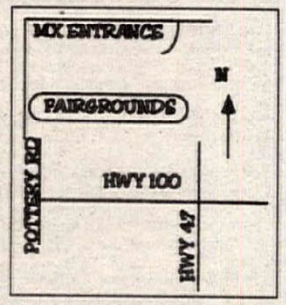

Gate Opens	10:00 AM
Practice	12:00 PM
Qualifiers	2:00 PM
Main Events	6:00 PM

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2nd	$600	8th	$150	2nd	$200
3rd	$450	9th	$125	3rd	$100
4th	$350	10th	$100	4th	$50
5th	$275	11th	$100	5th	$25
6th	$200	12th	$100		

Entry Fee
Money Class $30
Trophy Class $20

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Children $7
Includes entry into Fairgrounds

First 15 pre-entered experts free entry
Limited to one class

No coolers or camping allowed on Fairgrounds

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60cc
80 Sr. & Jr.
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125 ABC
250 ABC
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District 18
YZ Bucks

Cut off Date 8/1/98

Mail Pre-Entry To:
Tri-Pod Racing c/o J&W Cycles
P.O. Box 354, Washington, MO 63090

Name _____
Address _____
AMA# _____ Expires _____
Class _____ Bike Brand _____

1-800-748-8098 For Info

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

World Championship Road Race Series
7/19 Sachsenring, Germany, Rnd 9
8/23 Brno, Czech Republic, Rnd 10
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
7/12 Monterey, California, Rnd 8
8/2 Brands Hatch, England, Rnd 9
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross Championship
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross Championship
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA National Hare Scrambles Series
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
7/11-12 Boyers, PA
8/30 Fairmont, WV
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
7/19 Steel City, PA, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
8/23 Laurelville, OH, Rnd 9
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
7/11 Du Quoin, IL, Rnd 7
7/18 Oklahoma City, OK, Rnd 8
7/25 Rossburg, OH, Rnd 9
8/2 Peoria, IL, Rnd 10
8/5 Rapid City, SD, Rnd 11
8/8 Joliet, IL, Rnd 12
8/15 East Moline, IL, Rnd 13
8/22 Hagerstown, MD, Rnd 14
8/29 Sedalia, MO, Rnd 15
9/6 Springfield, IL, Rnd 16
9/26 Sacramento, CA, Rnd 17
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Acerbis National Enduro Series
7/12 West Greenwich, RI
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA/NATC National Championship Trials Series
8/1 Duluth, MN, Rnd 8
8/2 Duluth, MN, Rnd 9
8/8 Flagstaff, AZ, Rnd 10
8/11 Flagstaff, AZ, Rnd 11
Info: 402/435-4146

AMA Western National Four-Stroke MX Series
7/11-12 Boise, ID
8/8-9 Albany, OR
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA West Coast Flat Track Series
7/18 Bakersfield, CA, Rnd 3
8/22 Bakersfield, CA, Rnd 4
Info: 714/529-6054

AMA Prostar National Drag Racing Series
7/10-12 Chicago, IL, Rnd 4
8/14-16 Indianapolis, IN, Rnd 5
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/30 Salt Lake City, UT, Rnd 3
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Sound of Thunder Amateur Challenge Series
7/11 Boise, ID
8/8 Albany, OR
8/23 Ward Creek, WA
Info: 530/365-1979

Ballzee Aggressive Wear Grand Championship Motocross Series
7/12 East Bend, NC
7/19 Reidsville, NC
7/26 Danville, VA
8/9 Elizabeth City, NC
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
7/26 Conroe, TX
8/30 TBA
10/11 Altair, TX
11/8 San Antonio, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

2AMA Carolina Ultra Series
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
7/12 Mesa Verde, CO
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
7/12 Stanton, MI
8/9 Millington, MI
8/16 Midland, MI
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track Championship Series
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Championship Series
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 34 Family Motocross Series
7/12 Modena, NY
7/19 Monticello, NY
7/26 Walkill, NY
8/2 Walkill, NY
8/9 Claverack, NY
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY

11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
7/18-19 Sequoia National Forest, CA
7/26 Mojave, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/ Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
7/12 Costa Mesa, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
8/1 Peoria, IL
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series
7/26 Trulson, WA
8/9 Mount View, WA
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Semi-Pro Dirt Track Series
7/25-26 Danielsville, GA, Rnd 5, 6
8/22 Danielsville, GA, Rnd 7
9/11 Greenville, SC Semi-Pro
9/12 Greenville, SC Pro-Am
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

AMA/WML Outdoor National Motocross Series
7/19 Unadilla, NY
8/1 Washougal, WA
8/29 Binghampton, NY
8/30 Binghampton, NY
Info: 949/837-2206

Checkered Flag Dirt Track Series
8/8 Danielsville, GA
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound Of Thunder Series
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Masters of the Midwest Road Race Series
7/11-12 Lexington, OH
Info: 715/842-9699

AHRMA Midwest Regional Motocross Series
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
8/2 Cape Girardeau, MO
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional Motocross Series
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
7/19 Carson City, NV
8/15 Soda Springs, CA
8/23 Chehalis, WA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA /European Dirt Rocky Mountain Regional Motocross Series
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
8/23 Johnstown, CO
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series
8/29 Macon, GA
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
8/23 Monroe, GA
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
7/18 Bremen, GA
8/1 Budds Creek, MD
8/9 Woodbine, GA
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
7/18 Bremen, GA
8/23 Braselton, GA
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Vintage Iron/ Toyota Texas MX Series
8/29 Tyler, TX
Info: 281/679-5764

AHRMA Western Regional Dirt Track Series
7/25 Quincy, CA
8/9 Hollister, CA
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
10/TBA Wiggins, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series

Florida Region
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL

Southeast Region
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA

Mid-Atlantic Region
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA

Northeast Region
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH

Great Lakes Region
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Midwest Region
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL

Great Plains Region

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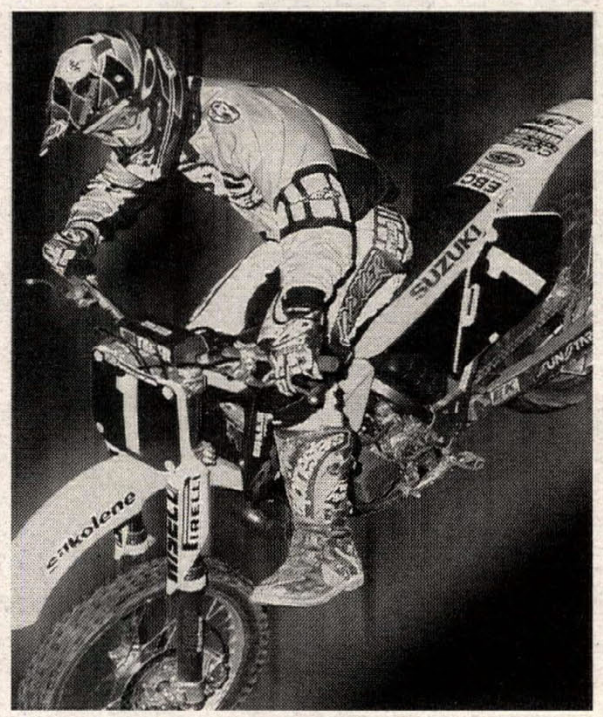

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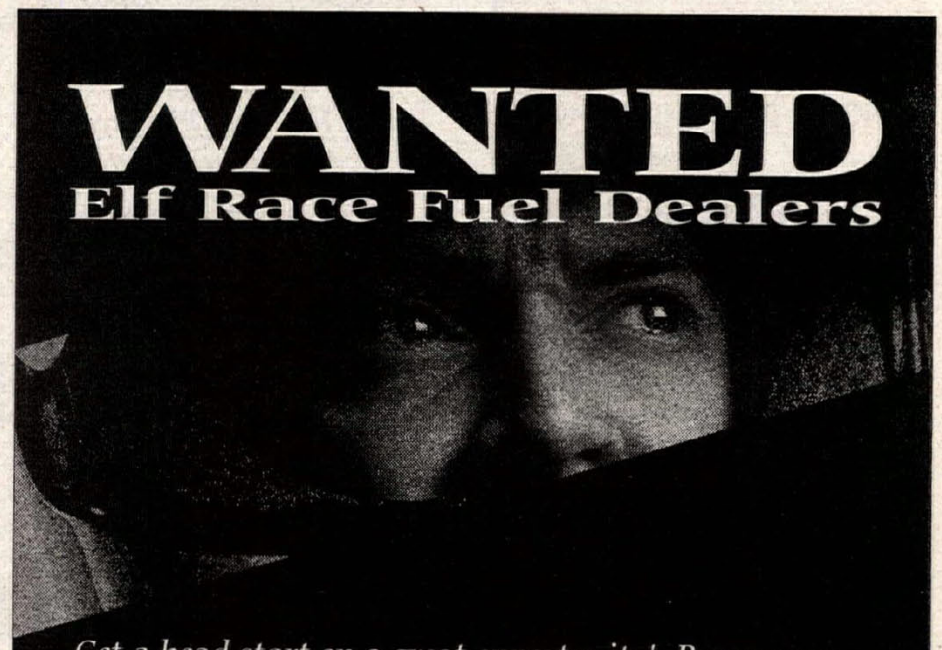

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CRC 1998 California Race Schedule
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Saturday	July 11	Saturday Nite Special MX	LACR
Sunday	July 12	CRC Mini Nationals	LACR
Saturday	July 18	Saturday Nite Special MX	LACR
Saturday	July 25	Saturday Nite Special MX	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
CRC Info (805) 272-8889

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Thur., July	9	MX Practice 8:00am till DUSK
Fri., July	10	Stadiumcross Gate 4pm, Prac. 6pm, Race 7pm
Sat., July	11	MX Practice 8:00am till 2:00pm
Sun., July	12	Yamaha Dealer Series MX

Yamaha Dealer MX Series: July 12th • July 19th
Friday Nite Stadiumcross: July 10th • July 17th

CMC Racing - 714/367-1141
CMC Pac-West Motocross Nationals
Round 7
July 11th Trulson MX Park, Ethel, WA
Round 8
July 12th Trulson MX Park, Ethel, WA
Info: (208) 667-7905
or e-mail MXMOM@aol.com
"Race with the Best"

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN

Southwest Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ

California Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA National Endurance Series
7/11 Grattan, MI
8/1 Summit Point, WV
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
7/10-12 Grattan, MI
7/31-8/2 Summit Point, WV
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
7/18-19 Millington, TN
7/18-19 College Station, TX
7/25-26 Garrettsville, OH
8/8-9 Faulkville, GA
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
7/18-19 Millington, TN
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN

Northeast
7/25-26 Garrettsville, OH
8/8-9 Garrettsville, OH
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV

Mid-Central
7/18-19 Millington, TN
8/8-9 Henderson, TX
8/22-23 Talladega, AL
8/29-30 Hallet, OK

South Central
7/18-19 College Station, TX
8/8-9 Henderson, TX
8/29-30 Hallet, OK
9/18-20 College Station, TX

Southeast
7/18-19 Millington, TN
8/8-9 Faulkville, GA
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series
7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Carlsbad Spring Motocross Series
7/11 Carlsbad, CA, Rnd 7
7/25 Carlsbad, CA, Rnd 8
Info: 888/550-MOTO or www.carlsbadmx.com

Rocky Mountain Motocross Association
Summer Series
7/12 Craig, CO
7/19 Erie, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
7/12 Berthoud, CO
7/26 Cheyenne, WY
8/2 Colorado Springs, CO
8/9 Berthoud, CO
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA

Sports Riders Association of Colorado Supercross Series
7/18 Colorado Springs, CO
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series
7/25-26 Rupert, ID
8/8-9 Pocatello, ID
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
7/11 Truesdale, IA
7/18 Ida Grove, IA
7/26 Trimont, MN
8/2 Fort Dodge, IA
8/8 Truesdale, IA
8/23 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State Motocross C'ship Series
7/12 Nelsonville, OH
7/19 Greenville, OH
8/30 Troy, OH
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
7/18 Draffenville, KY
8/9 Apex Valley, KY
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arenacross Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

New England State Motocross Championships
7/12 Middleboro, MA
7/26 Southwick, MA
8/2 Middleboro, MA
8/9 Central Village, CT
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty Motocross Series Championships
7/19 Moriarty, NM
8/23 Moriarty, NM
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

Northeast Pro Flat Track Series
7/10 Agawam, MA
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series
7/25 Des Moines, IA, Rnd 2
7/30 Oskaloosa, IA, Rnd 3
8/28 Oskaloosa, IA, Rnd 4
9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England Trials Association
7/19 Meriden, CT
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series
7/11 Sturgis, SD
7/25 Sturgis, SD
8/3-4 Sturgis, SD

8/7-8 Sturgis, SD
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies Motocross Series
7/12 Sturgis, SD
8/2 Sturgis, SD
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
9/19 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA Championship Enduro Series
7/12 West Greenwich, RI
7/19 Oxford, MA
8/9 West Granville, MA
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
7/12 Windsor, MA
7/26 East Hampton, CT
8/2 West Unity, NH
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
7/25 Southampton, MA
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
7/12 Stratford, IA
7/19 Grand Rapids, MN
7/26 Michigan
8/9 Roselawn, IN
8/23 Rockford, IL
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
7/12 Stratford, IA
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
7/11 Stratford, IA
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
7/10 Milan, MI
7/11 Delta, OH
7/12 Delta, OH
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
7/26 Delta, OH
8/9 Delta, OH
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Mid-South Summer Hare Scrambles Series
7/12 Greensburg, KY
7/19 Jonesboro, IL
8/2 Saddleback East, KY
8/30 New Johnsonville, TN
Info: 615/859-0873

Southeastern Trials Riders Association C'Ship Series
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
7/26 Lancaster, OH
8/23 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA Grand National Motocross Championship
7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

NMA Ponca Regional Qualifiers
Silver State
7/10 Carson City, NV
Info: 702/267-4392
Ohio
7/11 Malvern, OH
Info: 216/262-4945

NYS Grand Prix Championship Series
7/12 Colden, NY, Rnd 2
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

CMA Little Okie Summer Series
7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
8/28 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

Rocky Mountain Enduro Circuit
7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

Missouri Hare Scrambles Championship Series
7/12 Knobnoster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
7/19 Oklahoma City, OK
7/25 Norton, KS
7/26 Tulsa, OK
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

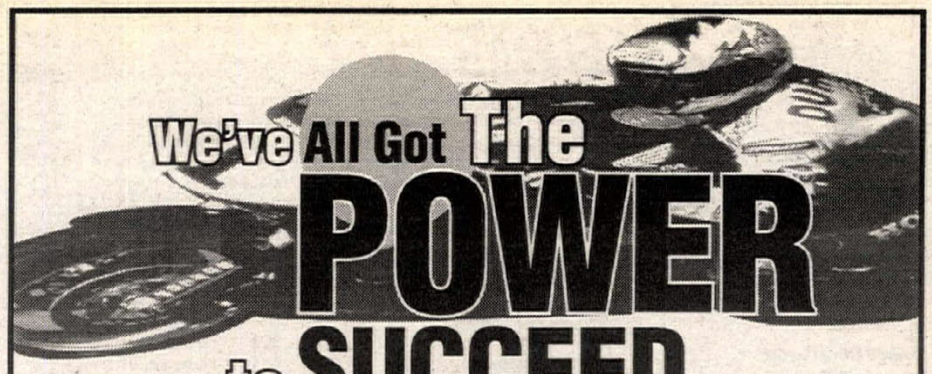
International Old-Timers Motocross Series
7/25-26 Albany, OR
8/15-16 Trulsons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
7/18-19 Sacramento, CA



The belief that we have the ability to succeed in meeting both personal and professional goals is the driving force behind **American Honda Motor Co., Inc.** Each of us has something unique to offer. As a result of our diverse opinions and ideas, we have become a respected industry leader. The Motorcycle Division of American Honda Motor Co., Inc. has the following exciting opportunities for career-oriented professionals who thrive in a team-oriented environment.

DISTRICT SALES REPRESENTATIVE

Responsibilities include identifying new sales opportunities and untapped market, assist dealers in attaining short- and long-term sales, profitability and market share goals. The ideal candidate will possess: BA/BS in Business preferred or related work experience; 2+ years in motocycle retail environment with knowledge of dealership operations; strong advertising/merchandising and negotiation skills and PC proficiency. Must be willing to travel and relocate. **Job Code: GSKP.**

CUSTOMER RELATIONS ANALYST

You will interact with our customers, dealers and technicians to resolve disputes, assist with warranty claims and provide technical assistance for repairing vehicles. The ideal candidate will possess: BS/BA degree or equivalent; 3-5 years of experience in an M/C retail service environment; strong M/C technical knowledge; working knowledge of dealership service operations and excellent problem-solving and decision-making skills. 40 wpm typing and PC proficiency a must. **Job Code: GSKP/3745.**

American Honda offers competitive salaries and comprehensive benefits. For consideration, please send your resume, with salary history, to: **American Honda Motor Co., Inc., 1919 Torrance Blvd., MS 100-1C-3A, GSKP, Torrance, CA 90501-2746.** EOE.

HONDA

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Bike no. ☐☐☐ AMA no._____ Phone ( )_____

CHECK CLASS(ES) - Limit Three
☐ +25 expert ☐ +35 expert ☐ +45
☐ +25 B ☐ +35 B ☐ +50
☐ +30 expert ☐ +40 expert ☐ +60
☐ +30 B ☐ +40 B ☐ +25 women

FEES
EXPERT - $30.00
INTERMEDIATE - $20.00
Make check payable to
AZTALAN CYCLE CLUB
other fees payable at track; Friday practice $15, Fri Sep 12, 10am-3pm admission - $6, Camping $6

Mail Pre-Entry to AZTALAN CYCLE CLUB P.O. BOX 510544, New Berlin, WI 53151

** JULY 24th, 1998 **
Park County Fair Supercross
POWELL, WY
$4000.00 - Pro Purse
125cc Pro 1st Place $600.00
250cc Pro 1st Place $1200.00
Amateur 1st Place 42" Trophies
Entries & Information Contact:
Tom Miller (307) 754-2915
Mike Armstrong (406) 256-2124

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OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
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CALENDAR

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8/14-16 Donner Ski Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

Vintage Iron/Toyota Texas/AHRMA Spring Motocross Series
8/29 Tyler, TX
Info: 281/679-5764

CMC Pac-West Motocross Nationals
7/11 Ethel, WA, Rnd 7
7/12 Ethel, WA, Rnd 8
Info: 208/667-7905 or MXMOM@aol.com

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
8/22 Marysville, CA, Rnd 1
8/30 Carson City, NV, Rnd 2
9/6 Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
8/29 Albany, OR, Rnd 1
8/30 Albany, OR, Rnd 2
9/13 Yakima, WA, Rnd 3
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI At Night Motocross Series
7/11 Perris, CA
7/18 Perris, CA
7/25 Lancaster, CA
8/8 LACR, CA
8/15 Perris, CA
8/22 LACR, CA
8/29 Perris, CA
Info: 909/653-4042

Kansas Motocross Championships
8/9 Sterling, KS
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
7/11 Wichita, KS
7/25 Concordia, KS
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
7/10 Carson City, NV
7/18 Bishop, NV
7/24 Carson City, NV
8/1 Bishop, NV
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
7/11-12 Cedar City, UT
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Bremen, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

VDTRA National Dirt Track Championship Series
7/11-12 Sturgis, SD
7/19 Oklahoma City, OK
7/25 Norton, KS
8/3-4 Sturgis, SD
8/6 Rapid City, SD
8/7 Sturgis, SD
8/10-11 Stockton, KS
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
7/8 Muskegon, MI
7/18 Charlotte, MI
7/23 Hastings, MI
7/30 Holland, MI
8/7 Sandusky, MI
8/21 Marshall, MI
8/28 Hudsonville, MI
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

A.V. Stadium Cross Night Series
7/10 Lancaster, CA
7/17 Lancaster, CA
7/24 Lancaster, CA
7/31 Lancaster, CA
Info: 805/942-6040

Nebraska Cornhusker Motocross Circuit
7/12 Stockton, KS
7/19 Friend, NE
7/26 McCook, NE
8/2 Stockton, KS
8/9 North Platte, NE
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

JULY

S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

S	M	T	W	T	F	S
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

* Denotes Pro Pay-Back

Thur, July 9

* ILLINOIS SHORT TRACK - Pro-Am, Missouri Mules Motor Club Inc., Tri-City Speedway, Granite City. Info: 314/469-9666 or 618/931-7836.

* IOWA MOTOCROSS - The Dallas County Fair Reunion Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910/.

July 10-11

ALABAMA ARENACROSS - Montgomery Arenacross Race, Adams Motorsports, Garrett Coliseum, Montgomery. Info: 334/271-5500 or www.mont-arenacross.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

July 10-12

TENNESSEE MOTOCROSS - Victory Sports Racing, Kawasaki Tennessee State Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, July 10

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #4, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA SPEEDWAY - International Speedway, Sidecar, Pro 600 Dirt Track, Quad and Midget Championships, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

* INDIANA SHORT TRACK - Amateur, Pro-Am, AMA, FTR National Championships, 16th Street Speedway, Indianapolis. Info: 614/891-2425 ext. 242.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway, Carson City. Info: 702/267-4392.

* NEVADA ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 11-12

* MISSOURI SHORT TRACK - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Eyeser Show Productions, Colden. Info: 716/825-8720.

OHIO MOTOCROSS - MRA, Best in the Midwest Nationals #11, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 7 & 8, Trulson MX Park, Ethel. Info: 360/985-7670.

Sat, July 11

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, 5th annual LA Harley Ride to Snow Valley in Big Bear. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 7, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA SPEEDWAY - International Speedway Fair Derby, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or htpp://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMMC, Make-up Race, Barona Oaks. Info: 760/752-8252.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* INDIANA DIRT TRACK - Amateur, Pro-Am, AMA, FTR, National Championships, Indiana State Fairgrounds, Indianapolis. Info: 614/891-2425 ext. 242.

* MICHIGAN TT SCRAMBLES - Panda Racing, Mid-Michigan Raceway Park, Muir. Info: 616/636-8136.

NEVADA MOTOCROSS - Moto-X-West, Nevada Old-Timers, Night Race, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@aosisol.com.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA National Qualifier, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Night Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Max Cycle. Info: 828/652-3758.

OHIO MOTOCROSS - Motocross Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA MOTOCROSS - Outlaw Series, Turkey Creek Motocross, Edgefield. Info: 803/637-3020 or TCMX@aol.com.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, July 12

CALIFORNIA SHORT TRACK - San Diego Flat Track Association Inc., Costa Mesa Fair. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Mini Nationals, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - International Speedway, Youth Motorized Olympics, and Sound Of Thunder Vintage Motorcycle Races, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 10, Barona Oaks. Info: 760/752-8252.

CALIFORNIA GRAND PRIX - AMA, Carlsbad Raceway, San Diego. Info: 619/588-8851.

* CALIFORNIA MOTOCROSS - CMC, Argyll Park Promotions, Argyll Park, Dixon. Info: 707/678-3592 or www.jps.net/motox/argyll.htm.

CALIFORNIA DUAL SPORT RIDE - Merced Dirt Riders, ISDE Benefit, District 36, AMA, Walmart Parking Lot, Sonora. Info: 209/526-4810 or 209/634-4810.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

COLORADO MOTOCROSS - AMA High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

* COLORADO MOTOCROSS - SRAC, 16th round of the MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, RMXA, Semi-Pro with Youth/ATV, Yampa Valley Sportsmen's Riders Club, Craig. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, and annual MDA Benefit Race, Motocross of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - CRC, Camden Racing Complex, Woodbine. Info: 912/576-3000.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Greensburg. Info: 615/859-0873 or www.msws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Spare Parts, Highway DD West. Info: 573/796-8617.

* NEW JERSEY MOTOCROSS - AMA, Semi-Pro, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or ETownrcwy@aol.com.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Ithaca Dirt Riders, Speedsville. Info: 607/657-8248.

NEW YORK MOTOCROSS - Silver Springs Motocross. WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NORTH CAROLINA MOTOCROSS - East Bend Motocross. Grand Championship Series. Districts 29 & 13, East Bend. Info: 336/699-3629.

OHIO ENDURO - AMA, District 11, Art Mitchell Memorial Enduro/CERA, Chillicothe. Info: 614/775-9777.

* OHIO HALF MILE - Pro-Am, CRE and Dayton MC, Clark County Fairgrounds, Springfield. Info: 937/434-7750.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Boyers. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA. Delmont. Info: 304/284-0084.

* SOUTH CAROLINA MOTOCROSS - Kenny Cooper, the Money Pit, Yemassee. Info: 800/953-6607 or www.taildragger.com.

Mon, July 13

* CALIFORNIA SPEEDWAY - International Speedway/Youth Motorized Olympics/XR National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

Tues, July 14

* OHIO MOTOCROSS - AMA, Lawrence County Fair, Proctorville. Info: 740/756-1267.

July 16-19

CANADA RALLY - Mosport Rally for Sport Bikes, Mosport Park, Ontario. Info: 905/655-5403 or supersho@idirect.com.

Thur, July 16

* OHIO MOTOCROSS - AMA, Madison County Fair, London. Info: 740/756-1267.

July 17-19

GEORGIA MOTORCYCLE RALLY - 13th annual British in The Blue Ridge Motorcycle Rally, Bald Mountain Campground, Hiawassee. Info: 770/953-4600 or 770/476-3852.

OREGON ROAD RACE - OMRRA Sprints, Formula USA Pro Race, Portland. Info: 503/221-1487.

Fri, July 17

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls Supercross, Night Race. High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City. Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium MX, State Championship Race, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 18-19

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 7, Rosamond. Info: 805/256-1234.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, USA Dual Sport Club, Troy Meadows, Sequoia National Forest, Kennedy Meadows. Info: 818/348-7237.

PENNSYLVANIA ROAD RACE - Eastern American Roadracing Association, YSR Roadracing, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Blackwater, Davis.

Sat, July 18

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 5, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA ARENACROSS - On Trac Events, GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA DIRT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Special, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA FLAT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

COLORADO SUPERCROSS - SRAC, Concept Productions Inc., Colorado Springs. Info: 303/988-7722 or 303/989-7436.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

INDIANA MOTOCROSS - Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or Aol-Jm109.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Franklin County Fair, Hilliard. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Nighttime National MX, Pro-Am Sports Inc., 304/284-0084.

UTAH GRAND PRIX - Jordan River Raceway Events, Salt Lake City. Info: 801/533-8499.

* WASHINGTON HALF MILE - District 27, Okanogan Washington Fairgrounds. Info: 253/845-8166.

Sun, July 19

CALIFORNIA ROAD RIDE - Informal LA Harley HOG Chapter Ride to the Swallows Inn. Info: 562/408-6088.

CALIFORNIA SUPER MOTARD/SUPERBIKER - Battle Trax Series, Buell, Museum of Flying, Santa Monica Airport, Los Angeles. Info: 310/392-8822 or http://www.FastDates.com.

CALIFORNIA MOTORCYCLE SHOW - Los Angeles Mikuni Calendar Bike Show, Museum of Flying, Santa Monica Airport, Los Angeles. Info: 310/392-8822 or http://www.Fastdates.com.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Heat Stroke Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts and Ride-In Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

ILLINOIS HARE SCRAMBLES - Mid-South Summer Series, Jonesboro. Info: 615/859-0873 or www.msws.org.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Show-Me Motorsports. Info: 573/295-4324.

NEW MEXICO MOTOCROSS - NMCC & AMA Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Wayne County MC. Info: 315/331-4764 or 315/331-6649.

* NORTH CAROLINA MOTOCROSS - Ballzee Grand Championship, Side By Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 336/342-1037 or 342-9027.

* OHIO HARE SCRAMBLES - AMA, District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Special Wish Charity Ride, Dayton. Info: 937/263-9321.

* OKLAHOMA HALF MILE - Total Performance Racing, Oklahoma State Fairgrounds, Oklahoma City. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Summer Series, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

VIRGINIA MOTOCROSS - Victory Sports Racing, AMA Virginia State Championship, Pro Sport MX, Wytheville. Info: 423/323-5497 or www.victory-sports.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WISCONSIN DIRT TRACK - Premier Racing Productions and Southeastern Short Trackers, Wilmont Speedway, Wilmont. Info: 414/353-5920 or 847/838-RACE.

* WISCONSIN MOTOCROSS - AMA, District 16 and Triplecross points, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Sat, July 20

* OHIO MOTOCROSS - AMA, Adams County Fair, West Union. Info: 740/756-1267.

Tues, July 21

* ILLINOIS ARENACROSS - Little Egypt Off-Road MC, Saline County Fairgrounds, Harrisburg. Info: 618/252-2062.

* OHIO MOTOCROSS - AMA, Perry County Fair, New Lexington. Info: 740/756-1267.

Wed, July 22

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

Thur, July 23

* CALIFORNIA MOTOCROSS - GFI Racing, The Merced Power Sport Supercross race, Merced Fair, Merced. Info: 209/656-9682.

July 24-25

NOVA SCOTIA VINTAGE TT - British Cycle Supply Company, 1998 Atlantic Vintage TT, CMA, 5th annual British Cycle Supply, Atlantic Motorsport Park, Shubenacadie. Info: 902/542-7478.

Fri, July 24

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, North/South, The Civil War of Speedway, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway. Info: 702/267-4392.

* NEVAD ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium Motocross, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

* WYOMING SUPERCROSS - Park County Supercross, 1st annual, Park County Fair, Powell. Info: 307/754-2915 or 406/256-2124.

July 25-26

* IDAHO MOTOCROSS - Wild West Nationals, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MONTANA HILLCLIMB - Billings Motorcycle Club, Great American Hillclimb, AMA, District 15, BMC Club Grounds, Billings. Info: 406/252-5588 or www.blgsmotoclub.org.

OREGON MOTOCROSS - International Old-Timers MX Association, Oregon Chapter, Portland. Info: 503/257-0871.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

Sat, July 25

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 6, Lancaster MX, Lancaster. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 8, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or htpp://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Special, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 217/632-3857 or mcdevitt4@juno.com.

INDIANA DIRT TRACK - AMA, Semi-Pro, FTR, District 15, Night Race, Indiana State Championship, Bunker Hill Speedway, Bunker Hill. Info: 219/486-7172.

IOWA HALF MILE - Unlimited Promotions, Rnd 2, Des Moines. Info: 515/265-8388.

* KANSAS HALF MILE - Total Performance Racing, Norton Fairgrounds, Norton. Info: 918/836-6999.

NEBRASKA SHORT TRACK - Norfolk Short Track, First Street & Benjamin Avenue, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Night Race, Rnd 4, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEVADA ROAD RACE - MRAN, Night Race, Las Vegas. Info: 702/453-6637.

* NEW YORK SPEEDWAY - New Champion Speedway, Legends of Speedway, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

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FAIR TIME IS RACE TIME!
Fri., July 10 Friday Night Sidecar, Quad, Pro 600 Dirt Track and Midget Championship at the Fair
Sat., July 11 Speedway Fair Derby- Championship Speedway
Sun., July 12 Youth Motorized Olympics 10:00am to 3:00pm
Sun., July 12 Sound of Thunder Vintage Motorcycle Races 6:00pm to 10:00pm

Check out what our readers are saying about Cycle News On-Line!

"Your web site really is just about as good as it gets. I enjoy reading everything on it. Plus the ads are very helpful in finding parts and supplies. Keep up the good work, you have done the M/C folks good, very proud to be counted as a guest of yours, thanks again."
- Gregory Clinton
Lake Arrowhead, CA

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Riverside Old Timers
Over 40 MX Club
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Sat., July 11 Glen Helen, CA (Gates Open at 8 A.M.)
Sat., July 25 Starwest, CA (Gates Open at 3 P.M.)
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MOTO-X RACING
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Gates open - 3:30
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Race start - 6:00
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½ mile to Ridge Route - Left
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Every Saturday - 9:00am - 2:00pm
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Sat., July 18 Los Banos, CA
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GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Wed.,	July	8	Wednesday Practice (3pm-DUSK)	Perris
Fri.,	July	10	Friday Night Practice (5pm-10pm)	Perris
Sat.,	July	11	GFI Night MX Series Round 4	Perris
Wed.,	July	15	Wednesday Practice (3pm-DUSK)	Perris
Fri.,	July	17	Friday Night Practice (5pm-10pm)	Perris

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region

Sun.,	July	12	Hollister Hills GP Track, Hollister, CA
Thurs.,	July	23	The Merced Power Sport SuperCross race at Merced Fair Merced, CA
Sun.,	Aug.	9	Hollister Hills GP Track, Hollister, CA

Saturday Practice 8am - 2pm prior to race events

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - D&D Motocross, Dunlop/FMF Amateur Day, Troy. Info: 937/335-4763.

* OHIO STADIUM MOTOCROSS - CRA, Western Reserve MC, Night Race, Salem. Info: 330/337-8005.

OHIO MOTOCROSS - MRA, Night Race, Wheelie King Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, July 26

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 11, Barona Oaks. Info: 760/752-8252.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Chaparrals MC, Jawbone Canyon Store, Mojave. Info: 562/804-4071.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Sweney Cycle Park, Brush. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSISSIPPI MOTOCROSS - Motocross 886, Rnd 4, Pontotoc. Info: 601/489-8316.

* NEW YORK MOTOCROSS - Hunt Motocross Park, NYS Challenge Series, Rnd 4, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Pro National, D&D Motocross, F&S Racing Mazda Pro National, Troy. Info: 937/335-4763.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* OREGON MOTOCROSS - Warner Racing, Wallowa Mountain Motocross, Enterprise. Info: 541/426-6284.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ENDURO - Brandywine ECEA, Crossfork. Info: 610/582-2357.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WYOMING MOTOCROSS - SRAC, 17th round of the MX Series, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436.

Mon, July 27

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

July 28-Aug 1

OKLAHOMA MOTOCROSS - NMA 23rd annual Grand Nationals of Motocross, Ponca City. Info: 909/657-6834.

Tues, July 28

* NORTH CAROLINA SHORT TRACK - AMA, Pro-Am, 600 Pro-Sport/Expert, GNC only, FTR, Charlotte Motor Speedway, Concord. Info: 219/486-7172

July 30-31

* WASHINGTON MOTOCROSS - AMA, AM Days, Washougal MX Park, Washougal. Info: 541/673-1671.

Thur, July 30

IOWA HALF MILE - Unlimited Promotions, Rnd 3, Southern Iowa Fair, Oskaloosa. Info: 515/265-8388.

Fri, July 31

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

OHIO MOTOCROSS - Blendzall Night, Malvern Motocross Park, Night Race. - Info: 330/262-4945.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Sat, Aug 1

* CALIFORNIA SPEEDWAY - International Speedway, Auto Trader Summer Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club-Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

CALIFORNIA MOTOCROSS - AHRMA, Southwest Vintage Racing Group, Perris Raceway, Perris. Info: 909/929-6772.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* KENTUCKY STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Paducah Chiefs Race Park, Paducah. Info: 901/642-0511.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Blue Ridge Yamaha. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WASHINGTON SHORT TRACK - AMA, Disctrict 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Aug 2

* COLORADO MOTOCROSS - SRAC, 18th round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873 or www.msws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* MICHIGAN HILL CLIMB - AMA, Muskegon Motorcycle Club, Mount Garfield, Muskegon. Info: 616/728-4153.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Crowley's Ridge Dirt Riders. Info: 417/537-8406.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Square Deal Riders, Greene. Info: 607/722-6195.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

Aug 3-8

TENNESSEE MOTOCROSS - AMA, WML, Amateur Nationals, Nashville. Info: 949/837-2206.

Aug 7-9

NEW POKER RUN - District 4 Tour Weekend, AMA, Wayne County Motorcycle Club Inc., Bristol Woodlands Campground, Bristol Center. Info: 315/597-6293.

Fri, Aug 7

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #5, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, MX Freestyle Competition, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Mac Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 8-9

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502.

Sat, Aug 8

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride to the Swallows Inn. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 7, Yamaha Contingency LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Stanley Exhaust Tech Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

* MONTANA SUPERCROSS TRACK - Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 5, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@aosisol.com.

NEVADA HARE SCRAMBLES - Coyotes MC, MRAN, Ely. Info: 702/289-8254.

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Langford Speedway, Langford. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, USA vs. Canada, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/595-5925 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sun, Aug 9

CALIFORNIA HARE SCRAMBLES - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

CALIFORNIA MOTOCROSS - CMMC, Rnd 12, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CANADA HARE SCRAMBLES - CMA/Niagara Timberline Riders, Welland, Province, Ontario. Info: 716/822-9115 or http://www.vaxxine.com/timberline.

* COLORADO MOTOCROSS - SRAC, 19th round of the MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, Semi-Pro, Amateur, Youth classes, AMA, District 7, Hagerstown. Info: 301/797-8686.

NEVADA MOTOCROSS - Reno OTHG, Night Race, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NEW YORK MOTOCROSS - Claverack Motocross, Yamaha Contingency Race, District 34 Series Race, Claverack. Info: 518/828-6149.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Summer Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

PENNSYLVANIA HARE SCRAMBLES - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

Aug 14-15

WASHINGTON HALF MILE - AMA, District 27, Dirt Track Series, Spokane. Info: 425/745-4010.

Aug 14-16

CALIFORNIA MOTORCYCLE EVENT - Donner Ski Ranch, first annual Old Highway 40 Motorcycle Days, will feature 12 different motorcycling events, Norden. Info: 530/426-3635.

Fri, Aug 14

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, 25-Lap Main Event, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA CAR SHOW - Concours Italiano Classic and Exotic Italian Automobiles, Quail Lodge Resort and Golf Club, Carmel. Info: 425/688-1903.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA ARENACROSS - On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 15-16

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 8, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* OHIO MOTOCROSS - District 11, Action Sports Promotions, AMA, Albany. Info: 740/594-6686.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

WASHINGTON MOTOCROSS - International Old-Timers MX Association, Woods Creek. Info: 408/379-4639.

Sat, Aug 15

CALIFORNIA ROAD RIDE - Los Angeles Harley Beat The Heat Putt. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 8, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Strick Cycle Shop. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* OHIO MOTOCORSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Aug 16

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723.

COLORADO MOTOCROSS - AMA, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

COLORADO SUPERCROSS - SRAC, Extreme Promotions, Grand Junction. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

NEW YORK ENDURO - Western New York Off-Road Association, Ithaca Dirt Riders, Speedsville. Info: 607/539-6149.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CHARITY RUN - Gospel Riders, Charity Run at Harleysville Motorcycle Company, Motorcyclists for Jesus. Info: 800/63-V-TWIN or www.angelfire.com/pa/gospelriders.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, District 16, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Mon, Aug 17

* MISSOURI MOTOCROSS - R.J. Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925.

Fri, Aug 21

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Pro Challenge Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 22-23

NEVADA HARE SCRAMBLES - Cowboys MC, MRAN, Hiko. Info: 702/728-4582.

* OHIO MOTOCROSS - AMA, District 11, Ohio State Fair, Columbus. Info: 740/323-3489.

OREGON ROAD RACE - OMRRA, Sprints and Italian Day, Portland. Info: 503/221-1487.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WEST VIRGINIA HILLCLIMB - AMA, Jacks Run Hillclimb Club, Ripley. Info: 304/372-2269.

Sat, Aug 22

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495-

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 North, Riverfront Park, Marysville. Info: 530/695-2727.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 9, LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Harley Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

COLORADO SUPERCROSS - SRAC, M&M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info : 302/422-8661.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SPEEDWAY - New Champion Speedway, Harley Night, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - MRA, Night Race, MX Freestyle Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA ROAD RACE - Team Pro-Motion, Pocono International Raceway, Long Pond. I nfo: 888/TEAM.916 or www.teampromotion.com.

Sun, Aug 23

ALABAMA DUAL SPORT - AMA, Rockford Mens Club, Rockford. Info: 256/377-1011.

CALIFORNIA SUPER TT - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

CALIFORNIA MOTOCROSS - CMMC, Rnd 13, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, IMI Motorsports, Erie. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship Series, Diamond Motorsports. Info: 417/537-8406.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Cayuga County Riders, King Ferry. Info: 315/364-8087.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North, Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

PENNSYLVANIA BIKE SHOW AND SWAP MEET - Gathering of the Tribes '98, Gospel Riders, Mercer County Park, West Windsor. Info: 732/255-4750 or www.angelfire.com/pa/gospelriders.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, Pacific Northwest Championship, Washougal Motocross Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. nfo: 253/756-2187 or http://www.geocities.com/motorcity.

WISCONSIN SHORT TRACK - Southeastern Short Trackers Race Promotions, Wilmont Speedway, Wilmont. Info: 847/395-0500 or 414/353-5920.

Aug 28-29

* NEW YORK MOTOCROSS - AMA, Broome Tioga Sports Center Inc., Suzuki/Arctic Cat Amateur Nationals. Info: 607/849-4438.

WASHINGTON TT - AMA District 27 Dirt Track Series, Castle Rock. Info: 425/745-4010.

Aug 28-30

CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks. Info: 760/752-8252.

NEW YORK ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, Kelly Motorsports Park, Batavia. Info: 757/484-4688.

Fri, Aug 28

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Championship Challenge, Miss Fast Fridays crowned, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* IOWA HALF MILE - Unlimited Promotions, Rnd 4, Oskaloosa. Info: 515/265-8388.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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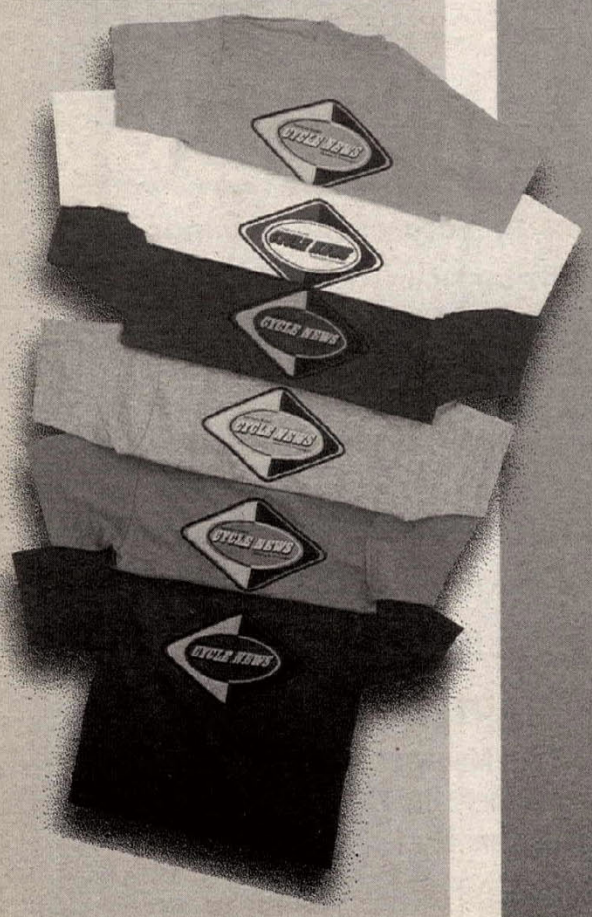

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Experience preferred, will train right person. Contact Mo at Long Beach Motorsports. (562)427-2779. CA.

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Motorcycle knowledge, experience a must. Contact Denise at Long Beach Motorsports. (562)427-2779. CA

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Needed for a single-line Texas Yamaha dealership. M/C, PWC and jet boats. Full time 5 1/2 day work week, vacation and ins. benefits. Must be friendly and courteous. Fax resumes to (806)762-6715. TX

PARTS ACCESSORIES. Expanding multiline motorcycle, watercraft dealership, Calif. central coast. Seeking experienced person. Lightspeed helpful - good pay, D.O.E. benefits, insurance. Resume 1239 Monterey Ave., San Luis Obispo, CA. 93401 or call (805)541-2200, ask for Tom. CA

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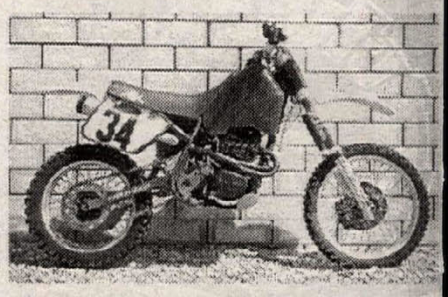

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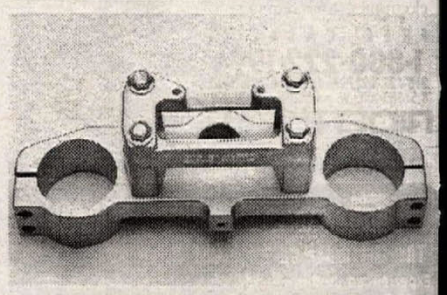

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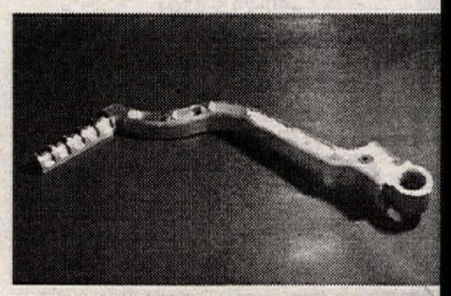

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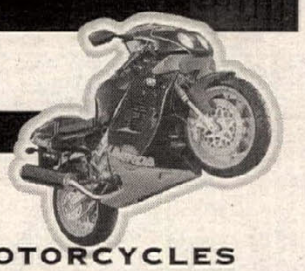

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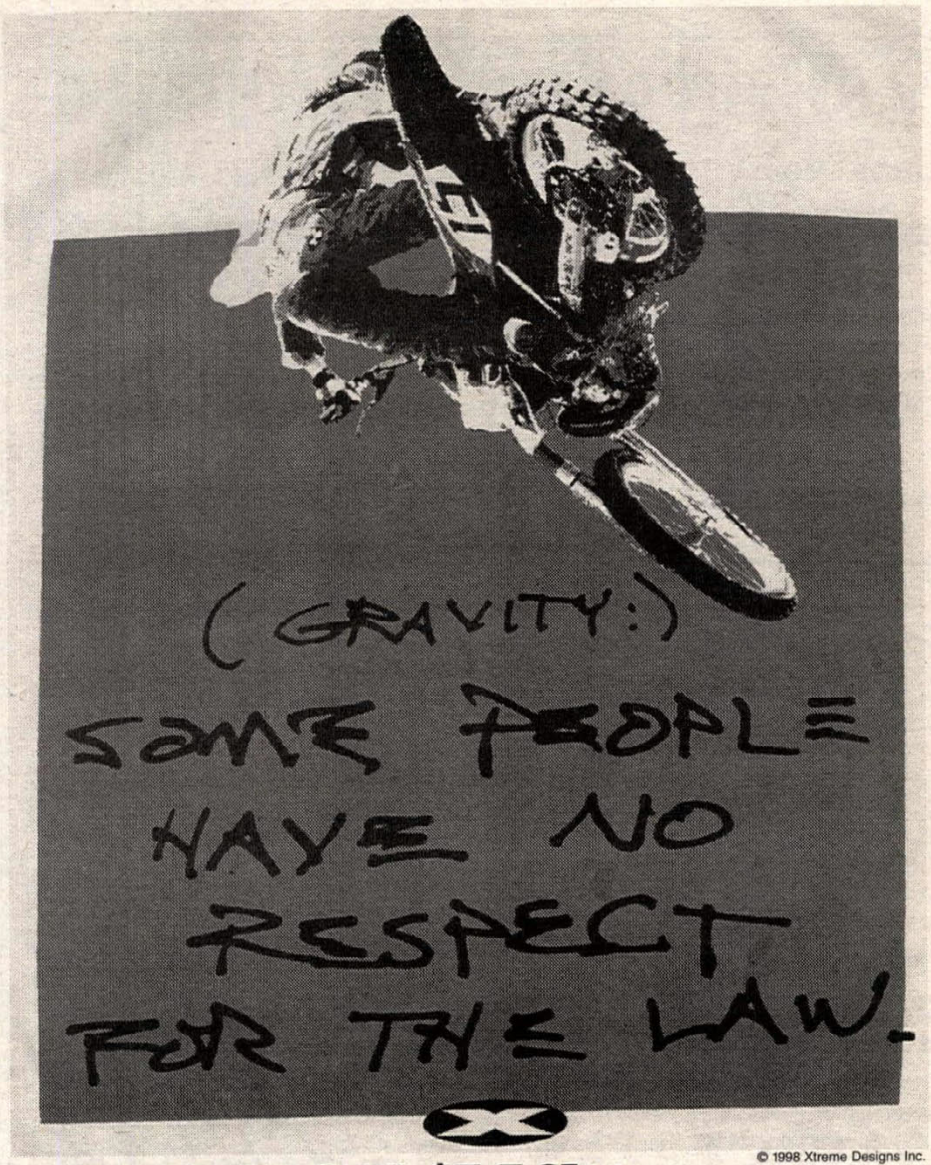

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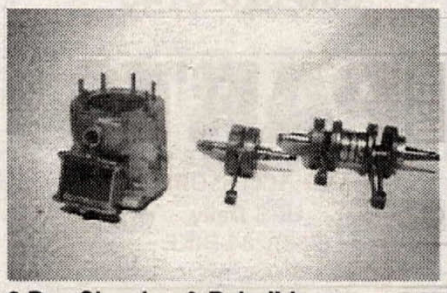

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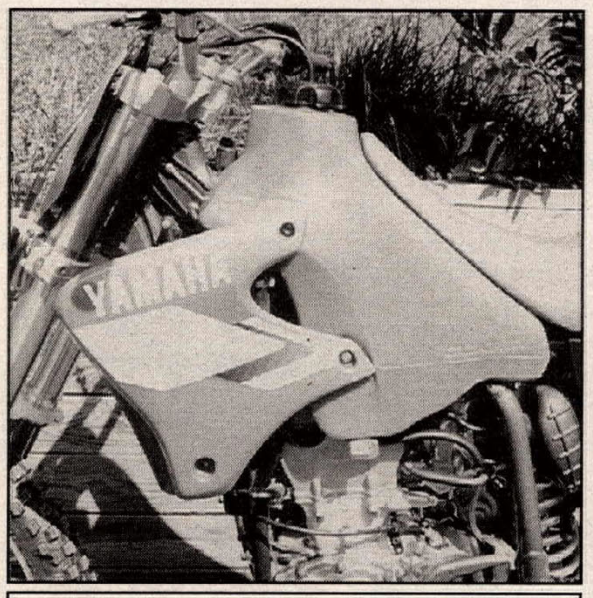

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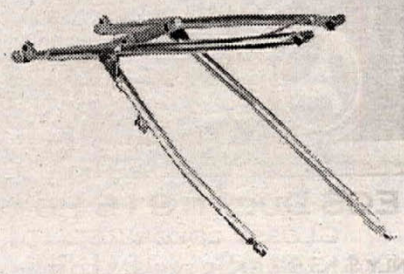

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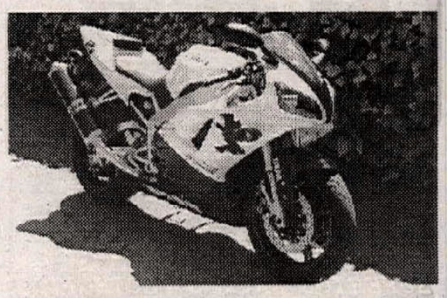

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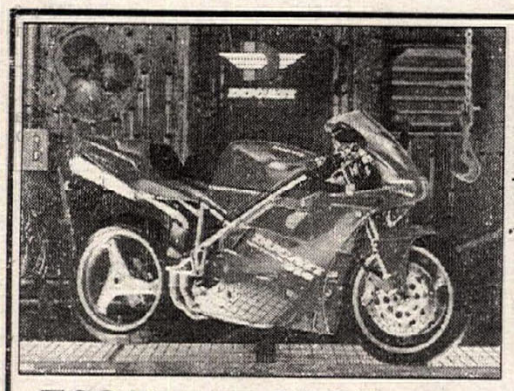

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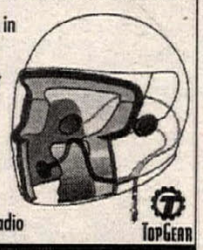

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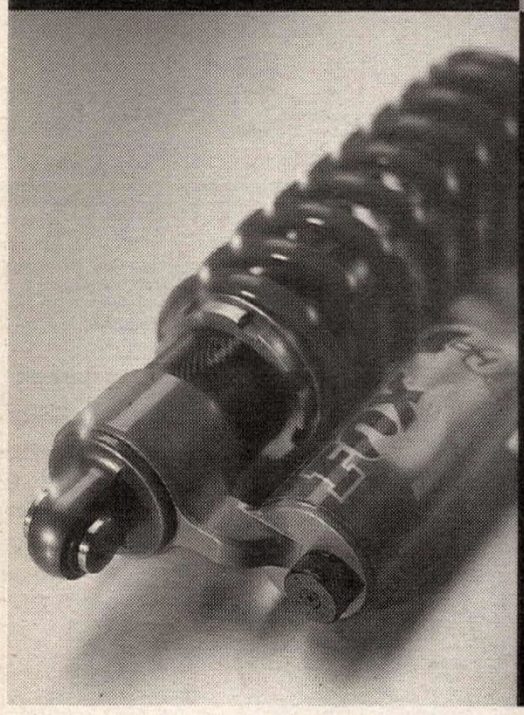

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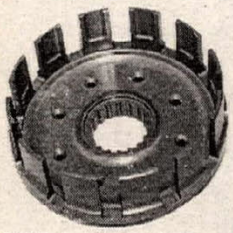

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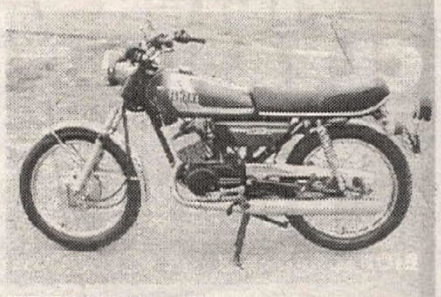

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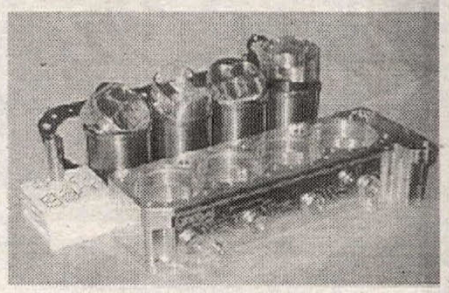

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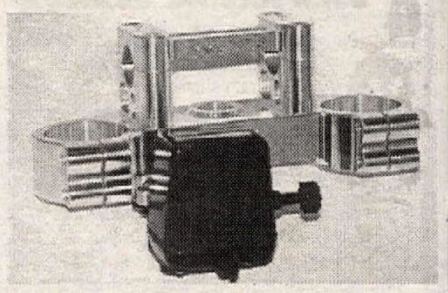

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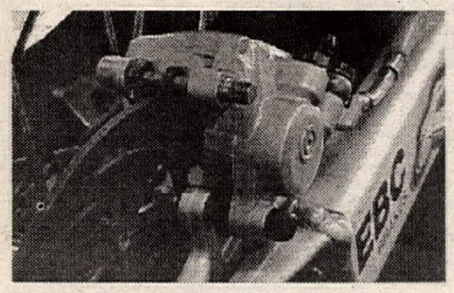

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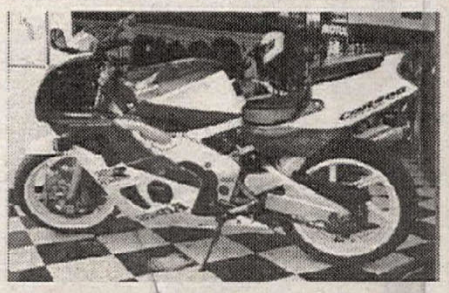

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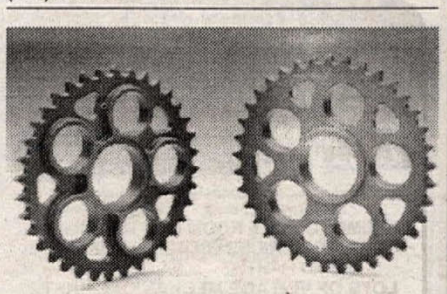

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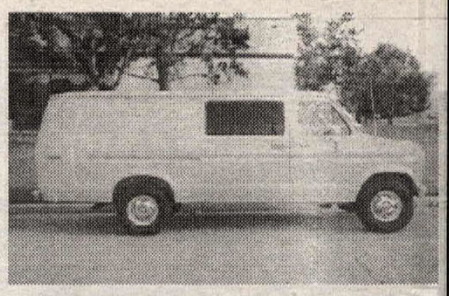

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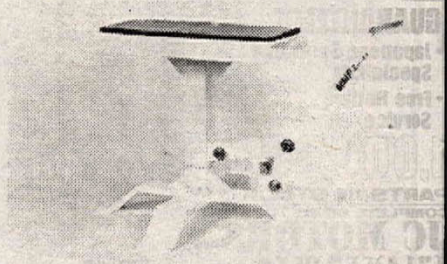

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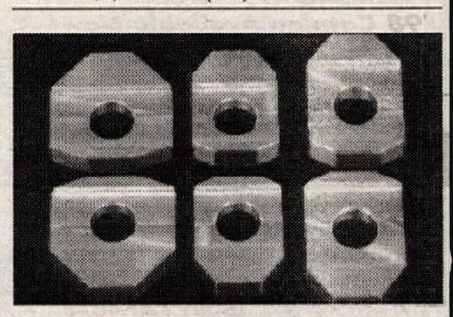

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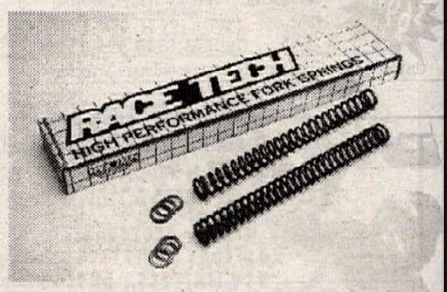

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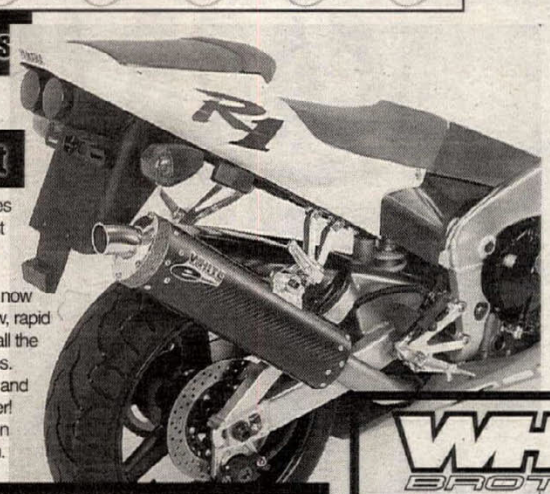

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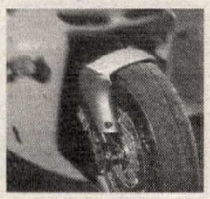

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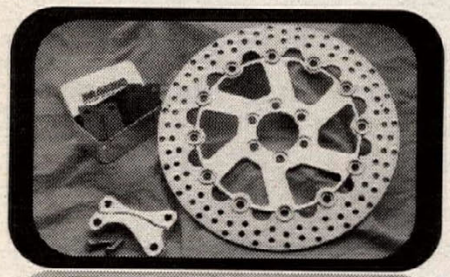

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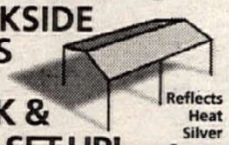

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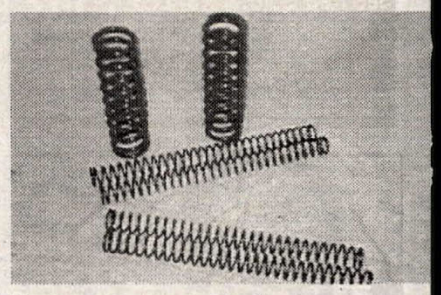

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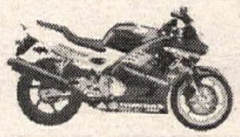

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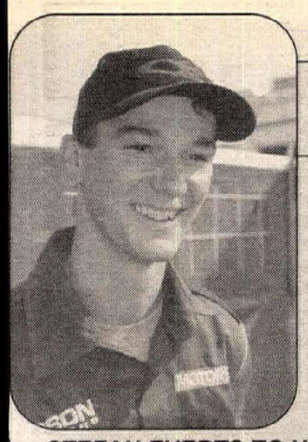

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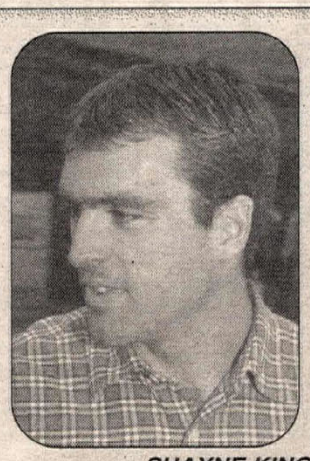

SHAYNE KING MOVING TO THE 250CC CLASS?

Rumors.

It's a dirty word we all love to use, and for any journalist it's the drug that gets us all working into the small hours to find out that all-important truth (if there is any truth).

In Europe at the moment, rumors are buzzing around like wildfire. The biggest of these rumors is the new Honda four-stroke we've been hearing so much about but have not yet seen, and more importantly, who will ride the red beast if there is one?

Dave Grant - the ever-quotable manager of Stefan Everts - has been heard to be shopping for 500cc GP riders with a fondness for hard charging and winning World Championships.

"I'm going 500s next year, and I want to win," Grant told *Cycle News* reporter Alex Hodgkinson a few weeks ago. The rider Grant wants is Joel Smets, the defending 500cc World Champion from Belgium, and the past few weeks in Europe it has been said that Smets is testing the new Honda four-stoke in Belgium even as you read this. Of course, this is only a rumor and, to be honest, it's hard to imagine Smets testing a Honda when he is ahead, albeit slightly, of the World 500cc Motocross Championship points table racing his Husaberg. Smets, of course, denies any wrongdoing, and Grant denies any contact with Smets, but, hey, a good story (or rumor) is always worth pursuing.

Then comes the news that Grant's top guy, Stefan Everts, is going to Yamaha in 1999. This little story is another good example of what could be. Yamaha has been missing a top rider for a few years now, and while Tallon Vohland is capable of winning a World Championship, his luck is as bad as you could get. Injuries have plagued Vohland the last few years. Yamaha is willing to pay big dollars for Everts, and with Pit Beirer now getting many of the special parts from Honda - those same parts Everts has always had for himself - you have to wonder where Honda is looking for their future. But you don't have to wonder too hard.

Vohland, on the other hand, has been rumored to be talking to Kawasaki's race-team manager, Jan de Groot, and anyone who knows anything about motocross knows de Groot's master pupil, Sebastien Tortelli, is heading Stateside in 1999, leaving a huge space to be filled. Not to mention that de Groot's aim to bring Yves Demaria back to form has turned bad after the French rider claimed he could not ride again soon. Demaria's hunger is looking very much in question. Demaria will leave Kawasaki in 1999, and his place could be filled by Vohland. Vohland, as you might remember, rode for de Groot in 1996.

The other place in the Kawasaki factory team could be filled by anyone from 125cc challenger Carl Nunn to New Zealand's former 500cc World Champion, Shayne King. But these are just more rumors.

King, whose KTM contract is up at the end of this year, could be looking at going to the 250cc class.

"My aim is to win a 250cc World Championship for sure; we have to wait and see," said King of a possible change.

That brings us to the new KTM four-stroke presently being tested in Italy by former World 500 and 250cc rider Kurt Nicoll. How about good, old retired Nicoll himself? If he feels he has the bike and the backing, he may well come out of retirement and race the new KTM.

Suzuki, having had the service of Marnicq Bervoets for the past seven seasons, has now turned on the multiple World Champion runner-up and is looking very seriously at his contract for 1999, while American-based French rider Mickael Pichon is looking very carefully at a top factory ride in Europe (again a big rumor in Europe). Pichon's rare appearance at a French International in June set the press gallery talking, and his 2-2-2 results behind fellow Frenchman Sebastien Tortelli gave the impression he was here to show somebody something.

So, in a nutshell, we have World 500cc Motocross Champion Joel Smets going to Honda, World 250cc Motocross Champion Stefan Everts going to Yamaha, recent American National winner Mickael Pichon going to Suzuki Europe, American Tallon Vohland going to Kawasaki, Marnicq Bervoets being sent to the 250cc scrap heap, and KTM looking for a rider if Shayne King goes to the 250cc class.

What is true is impossible to know, but here are the reasons for doubt: Everts and Honda have formed the greatest factory team seen in Europe, and Everts seems happy enough to race the red machines again; Pichon is now showing the form in America that can give him far more money in the United States than in Europe (and life is all about money, isn't it?); Joel Smets is Husaberg born and bred, and a move to Honda seems unlikely; Honda has denied any new four-stroke; and despite the talk, would a World Champion actually step into the role of possible test rider?

So now we can all sit back and look forward to 1999. If only half the changes occur, the next season will bring some needed changes to our European season. Anyone for some serious betting? CN

LOOKING BACK...

30 YEARS AGO... AUGUST 1, 1968

Dirt track was boss, baby, and *Cycle News'* cover featured a great snapshot of the opening lap at the Charity Newsies Championship Half Mile National in Columbus, Ohio. **Fred Nix** (H-D) grabbed the lead off the start and led most of the race before reigning AMA Grand National Champion **Gary Nixon** (Tri) bulldozed his way past for the win... Out west, **Mel Lacher** (H-D) continued to keep 'em beggin' for mercy as he grabbed his sixth straight Expert main-event victory at Ascot Park... Sexism and the '60s?: Page 7 featured a story outlining the unfairness that Eldorado Raceway in Sacramento, California, had levied against female racer **Debbie Jackline**. It seems that Jackline had worked her way up to second place in the 100cc Amateur/Expert standings before she was notified that she would no longer be allowed to race in men's classes, and would instead be forced to race only against other women... Torsten Hallman (Hus) was *the man* at Saddleback Raceway's Firecracker International Motocross... A '55 **Triumph T110** was for sale in the Want Ads for $450.

20 YEARS AGO... JULY 19, 1978

Rick Burgett (Yam) inched closer to AMA 500cc National MX Series leader **Tommy Croft** by scoring the win at the Mount Morris, Pennsylvania, National. Burgett's 3-2 scores bested **Marty Smith** (Hon) and **Mickey Boone** (Suz)... **Jimmy Ellis** (Hon) won the 250cc National at Mount Morris on the same day... **Jay Springsteen** (H-D) won the Castle Rock TT and took over the AMA Grand National Championship Camel Pro Series points lead in Washington. Ol' Springer beat **Steve Eklund** (Yam) and **Brad Hurst** to the checkered flag after running in the top six all race long... **Kenny Roberts** won and regained the points lead in the 250cc class, but he finished second to **Johnny Cecotto** (Yam) in the 500cc class at the Dutch TT in Assen, Holland... *Cycle News* conducted a candid interview with **Gary Scott**, during the most turbulent days in the former AMA Grand National Champion's career. Scott had been vilified for claiming several motorcycles and making accusations of drug abuse by fellow riders on the Camel Pro circuit. In this interview, he cited his reasons for doing both... Part two of our National Championship MX Equipment feature focused on the AMA National 250cc machines.

10 YEARS AGO... JULY 13, 1988

Scott Parker (H-D) barely edged out **Chris Carr** (H-D) at the Middletown, New York, AMA Grand National round, putting Parker at the top of the series points list. **Dan Ingram** (H-D) was third... **Jeff Ward** (Kaw) earned a hard-fought victory at the Red Bud 500cc Motocross National, and **Guy Cooper** (Hon) continued his rise to the top of the 125cc National ranks by claiming his third win of the season... **Wayne Gardner** (Hon) scored his first 500cc win of the season after passing **Eddie Lawson** (Yam) at the midway point of the Dutch TT in Assen, Holland. **Christian Sarron** (Yam) was third... **Larry Roeseler** (Kaw) was unstoppable at the 18th annual Trask ISDE Qualifier in McMinnville, Oregon... We gave you a look at the **1989 Honda CR motocrossers**, the first of Big Red's production dirt bikes to feature upside-down forks... **Rick Johnson** (Hon) turned a "working vacation" into wins in the 250cc and Open Expert classes at the Mammoth MX in Northern California. **Johnny O'Mara** (Suz) won the 125cc Expert class. CN

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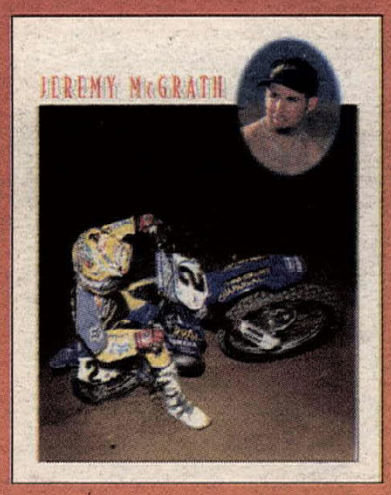

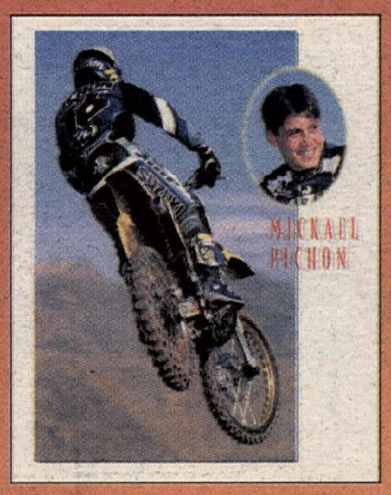

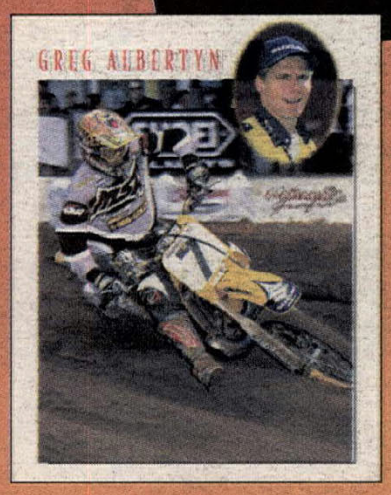

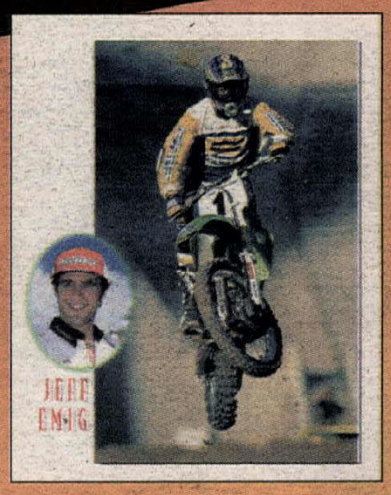

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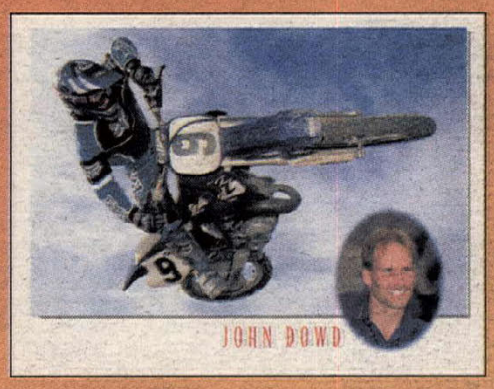

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